THE CHRISTIAN SCIENCE MONITOR

Thanksgiving Number

BOSTON, MASS., WEDNESDAY, NOVEMBER 29, 1911—VOL. IV., NO. 4

Thanksgiving Number



THANKSGIVING

WHERE the true idea of Thanksgiving abounds there is the knowledge that the light of understanding shines clearly through each month in the circle of eternity, revealing the source "of every good gift"—which is reflected in material abundance, bringing a realization of gratitude for a never failing protection which should make every day in the year one of thanks giving. Gratitude is appreciation, and when the Pilgrims instituted the first day of thanks giving, they appreciated the comparative comfort of their home at Plymouth after the terrors of the sea and after the early months of struggle and privation. They looked forward to increasing prosperity, already promised by the progress of the year, and so they gathered for the first Thanksgiving on American soil, in December, 1621. This custom of an annual season for Thanksgiving was continued until it became a national observance in the United States, and one of increasing significance as peoples of all nations crossed the oceans to help develop the resources and to enjoy the bounties of the new world.

The founding of The Christian Science Monitor on Nov. 25, 1908, by Mary Baker Eddy, Discoverer and Founder of Christian Science, marked the entrance of new and higher ideals into the newspaper world. The basis and purpose of the Monitor was in the thought of service. Its only reason for being was that it might give good, or be the channel of good, to the world. There was no selfish desire back of it. Its object has been from the first to record all that is good in the daily progress of the world. It has sought to emphasize those things for which mankind has cause to give thanks. Was it not fitting, then, that such an enterprise should have its initial appearance at the Thanksgiving season? And is it not fitting that at the close of each year it should come forth with an impressive edition to summarize and to celebrate the thousands upon thousands of good things for which the whole world has had cause to be thankful throughout the year?

The test of The Christian Science Monitor must stand in its service to the world. So far as it is truly useful it succeeds. If it is a medium of good to the people, the people will want it. Here at once is found an impulse to thanks giving in the appreciation of the people for a daily journal which brings courage, hope, good cheer and incentive for renewed effort in well doing to every reader. The world wants good news, good tidings; and the world is grateful for good news.

The participation of the merchants in this festival number has a deeper meaning than the mere desire to draw something for themselves from the venture. This is proved by the large number of small advertisements, from different parts of the world, sent by advertisers who might ordinarily consider it valueless to have a place in a great edition of this kind, thinking that they would be quite swallowed up midst the larger advertisers. They know that the Thanksgiving number of the Monitor is sent forth as a herald of a true season of thanks giving, hence its value as an advertising medium.

The advertisements of the merchants and of all who have some good thing to offer to the public are an important part of the record of service to the world. No one can read any carefully chosen page of advertisements without wondering at the multitude of good things making for the comfort and happiness of mankind which each new year produces.

Thus the news of useful and beautiful things which the paper brings to its readers, things they may profitably add to their own stores at need, is part of the honest service of the Monitor. When only good things are made known in this way, even as only the clean news finds room in the news columns, readers have a new cause for appreciating their daily newspaper.

Continuing this thought of the serviceability of a newspaper both as to news and advertising it is not out of place to contemplate for a moment the vast field open to a daily carrier of the news in this twentieth century. Never in the history of the world has there been so great an opportunity to gain the ear of the world's population through the press and hold that attention by good example and sound precept.

PASSING the Monitor along has become a daily pleasure to hundreds of its readers who desire to be of service to their fellowman. This copy is one that will specially interest your neighbor and his family. You have the opportunity of joining the army of givers by passing today's Monitor along.

A drop of ink spread by the swiftly revolving rollers of the multiple presses of today goes to the uttermost parts of the earth, there to give forth its message of service. The newspaper stands in a field of its own. Without overlooking the substantial value of good books, whose place in the uplift of humanity is unquestioned, it must be admitted that the daily newspaper touches more directly and more vitally the every-day character of the people and hence possesses practically unlimited opportunities for genuine, honest, human service. Going forth into the humble cottage of the toiler; tapping at the door of the wealthy; visiting the plainsman, the miner, the mountaineer, the city dweller and the population of the far away isles of the sea—the clean newspaper adds day by day and year by year an inestimable weight of good to the right side of the scales that maintain the stability of the nations.

But service to mankind is not restricted to a newspaper nor to the printed page. Each individual in the universe is having his part in the daily round of service. Every good activity of man, be it great or small, has as its keynote the idea of something done for the benefit of others.

Carlyle said that the man is blessed who has found his work. Work spelled in another way is service, and who shall not say that the worker in every line of human endeavor is in the front ranks of those who are most grateful today for another year of progress and advanced understanding?

Shall not every workman the whole world over give thanks at this season that he has his work to do and that he is able to do it strongly, squarely, and so contribute his share to the well-being of the whole? In the busy hive of the earth each may take courage and cheer to himself when he realizes that his life, too, is a life of service, which is not without its reward.

This reward is far more than can be expressed in dollars, and it is far more than can be expressed in personal thanks. It is the inward consciousness that the worker is a part with the irresistible power which makes for good all through the universe. Not the heaping of material wealth nor the gaining of material pleasure is the reward of true service. This reward is in having served, in knowing that one has expressed something that is good, beautiful, true and enduring.

It is clear that in the rejoicing of this season of sacred memory and of high hope, there is one great thing on earth for which mankind in every station, in every country, has endless cause to give thanks, and this is the opportunity to serve his fellow-man, to contribute to the good of all. While remembering with love and praise every good gift that is in the hand or heart, counting the gains, not the losses of the year, while remembering to rejoice with those that rejoice and to give thanks for the blessedness of those that mourn, since all are truly blessed, always, let each one see in his opportunities for service the great good treasure of his life.

The English founders of the American Thanksgiving must have had an ideal of this sort, since they had sacrificed all material comforts for the joy of serving the great cause of human freedom. They rejoiced because it was theirs to do for the world, through sacrifice and courage, a greater work than the world could then appreciate. The appreciation came when the world had tasted the fruits of the labor of the pioneer. But the rewards of the Plymouth Pilgrims were not counted in praise nor in personal gains. They were thankful that they had been given strength to stand for their highest conviction of right and duty at any cost.

This treasure of character and service, then, is a last analysis of the great good for which thanks should most be given. For some opportunity to play a part in serving mankind and for the inspiration to continue in the service of the best that mankind knows, let the Thanksgiving Monitor prompt its readers to give thanks.

After three years of effort on the basis of service it is not for the Monitor to say how much has been accomplished nor to review in detail what has been done. All the good radiated is lasting and speaks for itself. Rather is it the desire, will, and purpose of the paper to look forward, thankful for the lessons of the past, thankful for the promise of the future, ready ever to continue to do its best in promoting the brotherhood of man through the channels of service.

TODAY'S Christian Science Monitor consists of 96 pages, in eight sections. Advertising and news has been placed without reference to any country or any section of any country, the aim of the publishers being to make the special anniversary edition, like the daily Monitor, a truly universal newspaper.

NEWS BY CABLE AND CORRESPONDENCE

"CHRISTMAS CASUALS" GLAD OF POSTAL WORK

(Special to the Monitor)

LONDON—To supply the extra labor during the rush of the Christmas mail season, the general postoffice engages about 9000 "Christmas casuals," as they are called. These men are drawn from all trades and professions and they are very carefully selected. Those who have been employed in the same way before have the preference, but all have to produce a reference from their last employer, and from two others.

The greater number are put on to the work of porters, postmen, and sorters. For the last named work only is an examination necessary, and it lasts about 12 days. The men are given cards on which are printed the names of towns, and they sort them out as if they were dealing with letters. At the end of the time if they are proficient at the work, they are passed on to the regular sorters' room.

Among those employed last year as "casuals" were five schoolmasters, two architects, one tutor, seven professional cricketers, two golf caddies, 120 shop assistants, 150 waiters, 160 warehousemen, 357 clerks, 516 porters and 33 sailors. Talking about these men to a representative of the Standard, one of the postoffice officials said:

"These men are not loafers. Most of them are men who are down on their luck, and some are only temporarily down. Some of them have had university educations. They know, of course, that there is no intention to keep them longer than the length of time the Christmas bustle lasts, for we have so many waiting for establishment posts that it would never do to pass them over.

"Many of the men who come to help us are already known to us, and to those who have been with us in previous years we give preference. At this time of the year many men are thrown out of employment through no fault of their own, and they get into the way of coming to the postoffice for casual work. They are men of all kinds, and every trade is represented. Some of them only get a few days' employment, but the majority of them get a few weeks' work, and they are all capable of the work asked of them."

QUEENSLANDERS SAVING

(Special to the Monitor)

BRISBANE, Q., Aus.—During the month of September there was an increase in the number of accounts in the Government Savings Bank to the extent of 1787, and an increase in the amount to the credit of depositors over August of £60,880 19s. 2d.

NORTHERN HOLLAND PAPER MILLS DATE BACK TO YEAR 1606

First Plant Was Established at Westzaan When Small Brooks and Wind Served as Earliest Motive Power

WIDELY EXPORTED

(Special to the Monitor)

AMSTERDAM—For more than three centuries paper manufacturing has been an important industry in northern Holland. As early as the second half of the seventeenth century Apeldoorn, Gelderland, was the center of many paper making establishments. The first paper mill, the Kauwer, was founded there in 1606 at Westzaan, which was soon followed by others, the excellent product of which found great favor the country over.

While small rivers and brooks furnished the motor power for these mills in Gelderland, wind supplied it in the district of the Zaan river, where many of the Gelderlandsche factories removed to in 1672, owing to the invasion of the French at that time. Up to this time the paper factories in the Zaan valley were making a very cheap paper, but the competition of the newly arrived Gelderland industries, who were renowned for their excellent products, forced them to manufacture a superior quality. This, it is said, was the beginning of the Dutch industry, noted for its fine qualities of paper.

Dutch Paper Noted

It was in those days also that Dutch paper had a great reputation in Europe, owing to the use of rags and its strength and evenness. The well-known watermarks of the paper, such as the weapons of London, Venice, the unicorn, the elephant and the beehive, date from those days. The use of the stirring and rubbing basin, which was then introduced, was of great importance in accelerating the Dutch paper industry. It was a simple but intelligently invented instrument for molding fiber stuffs with water, making a very fine pulp, which is still known as Hollander in foreign countries.

In the beginning of the nineteenth century hand paper making had to give way to machinery, invented by Robert, a Frenchman. About the middle of the latter century all the mills in the Zaan valley were operating by hand machinery, soon after, however, being refitted by motor machines. In Gelderland they still make much of their paper by hand, which is a very fine quality and exported to other countries.

The first machine-fitted mill in the Netherlands was established at Zaandijk, in 1834. Others soon followed, while about 1860 many of the old hand-making factories were remodeled with up-to-date motor machinery. At present there are about 35 mills in the Netherlands, employing about 2700 workmen. Many of them are still to be found in the Veluwe, in Gelderland, Apeldoorn still being the center, where 10 of these mills operate, employing 470 workmen. In the neighborhood of the Zaan river three very large mills are located, employing about 630 men. The remaining mills are scattered over the different provinces.

Straw Is Utilized

In connection with the paper making industry of Holland, strawboard manufacturing was developed about 1874 in the Groninger Veenkolonien, whereby they made use of great quantities of straw, formerly wasted in those agricultural sections. Strawboard manufacturing, together with the potato flour industry, has become an important source of income in Groningen.

Most of those mills are found in Oude Pekela, where there are eight, employing 450 workmen and producing about 200 tons of strawboard a day. Besides, there are mills at Veendam, Hoogesand, Sappemeer, Nieume Schaus, Scheemda, Appingedam, Ulrum and beyond the province of Groningen, Coevorden and Leeuwarden. In all there are about 20 mills, employing 1500 men, and producing about 700 tons of strawboard a day. Some of them operate on a cooperative basis.

While the strawboard mills use straw alone as raw material, the paper mills use woodstuff, woodscrape, cellulose of fir and leafwood and straw, rags and waste paper. Two of the mills manufacture cellulose from straw, while one makes woodscrape. Paper used for newspapers is made from woodscrape, while ordinary printing and writing paper is made from wood and straw cellulose. For better qualities of paper, such as is used for official documents, rags are generally used.

Rag Supply Important

The supply of rags is therefore an important factor in the manufacture of paper. Rags are a very important article of commerce in the Netherlands. They are bought by retail merchants and shipped to the manufacturing centers. Before they are used, however, they must be assorted to get the material as even as possible. The assortment of and trade in rags on a large scale is centered at Amsterdam, Rotterdam, and Zutphen.

The paper manufactured in the Dutch mills is designed for export as well as for home use. Certain kinds are in great demand for export, i. e., the hand made "old Dutch writing paper," which is very popular on account of its excellent quality. It is exported chiefly to Germany, England, France, Austria, and the United States. The chief article of export of the Dutch paper industry, however, is the strawboard, of which 90 per cent is sent into the foreign market, going principally to Great Britain, Turkey, United States, Canada, Brazil, Argentina, and Australia.

Formerly strawboard paper was in great demand on account of its cheapness, for wrapping and packing purposes, but is largely replaced now by inferior qualities. Groningen and Tiel manufacture very little for export. The manufacture of grease-proof paper for use of butter, cheese and meat packing industries is of greater significance.

In 1909, the exports of all kinds of paper amounted to 14,677,000 kilograms (about 30,000,000 pounds), valued at about Fl. 3,000,000 ($1,200,000). The export of strawboard and cardboard, in 1908, amounted to 133,013,000 kilograms (about 266,600,000 pounds), with a value of about Fl. 6,500,000 ($2,600,000).

WESTERN AUSTRALIA OWNS HARBOR TRUST WHICH IS EARNING SURPLUS



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Wheat piled in sacks on the wharf at Fremantle, Western Australia, indicates volume of work coming under state-owned harbor trust

(Special to the Monitor)

PERTH, Western Australia—The expansion of industries in Western Australia and the increase in the volume of immigration has had a marked effect upon the shipping trade of that state.

One of the most successful enterprises carried out by the Western Australia government is the Fremantle Harbor Trust, which entirely controls the shipping regulations of the chief port of the state. The figures issued by this body for the year ended June 30, 1911, show that during the period under review 726 vessels called at the port, an increase of 54, representing a total net register tonnage of 2,012,536 tons, or an augmentation of 87,988 tons.

The surplus of earnings of the trust over working expenses amounted to £123,258, or £34,004 more than the amount of the surplus in the previous year.

GOLD RING COIN FOUND IN FIELD

(Special to the Monitor)

LONDON—An Oxfordshire farmer has discovered in a field at Westfield a fine specimen of prehistoric ring coinage. The coin, which resembles a curled caterpillar, has a solid gold matrix with regular traverse belts of a silver alloy. Its total weight is 9 dwt.

In the gold room of the British museum there may be seen coins similar to this particular one, belonging to the end of the bronze age (500-300 B. C.) This latest find is, however, the first of its kind to have been found in the south midlands.

USHANT LIGHTHOUSE COST $155,000 AND IS SEEN OVER 20 MILES

(Special to the Monitor)

LONDON — The new Ushant lighthouse is meeting a need which has long been felt and it will undoubtedly prove of the greatest assistance to all sailors who find themselves in those variable waters. It is now seven years ago that the sum of £16,000 ($80,000) was given by a member of the Geographical Society of Paris for the construction of a lighthouse to be erected on the western coast of France. The site fixed upon was La Jument, a rock off the extreme southern point of the island of Ushant, and, after much toil and many difficulties, the work has at length been completed at the cost of £31,000 ($155,000).

The lighthouse tower is of granite, with foundations in the solid rock to the depth of 20 feet, while the lantern is about 107 feet above the sea level. As the use of electricity was found to be impossible, an improved petrol apparatus has been installed, and the light will be seen for at least 20 miles during half the year.

Ushant, or Ouessant, is an island off the west coast of France. It is 4½ miles long and about two miles wide. It has a population of about 2500, the inhabitants being mostly fishermen or sailors. On a clear day the rugged outline of this island can be seen at a distance of 20 miles, and it is well known to all passing vessels as a landmark to be avoided, the coast being composed of precipitous, rocky, granite cliffs, while the surrounding waters are unusually full of irregularities.

"Well, ah, fare you well, and it's Ushant slams the door on us"

is Mr. Kipling's somewhat ambiguous allusion to the fact that Ushant is the last of the channel lights to be left behind by vessels entering the bay of Biscay. That fact, and the obverse fact that the Ushant light is the first to be sighted by homeward-bound vessels, have given to that queer little spot a tinge of romantic interest which is wholly unmerited.

DOMITIAN'S HALL PAVEMENT FOUND UPON PALATINE

(Special to the Monitor)

ROME, Italy—During the investigation of the Domus Flavia, on the Palatine, the pavement of the dining hall of Domitian, measuring 1000 square meters in area, has been discovered practically intact. It is the richest of all the pavements belonging to the imperial palaces of the first century, being of oriental granite with a border of Numidian marble and other African stones. Interesting evidence of the heating arrangements of the time is provided by the raising of the pavement from the earth so as to allow of the introduction of hot air from a special heating furnace.

ENGLISH SPECTATORS TELL EXPERIENCES AT PARSEE WEDDING

Saries, a Kind of Scarf or Shawl Worn by Women, Are of Almost Every Hue and Make Brilliant Sight

PRIESTS THROW RICE

(Special to the Monitor)

BOMBAY—It was our first opportunity of seeing a marriage ceremony in the east, so we readily accepted the invitation given to us by a friend of the bridegroom to witness a Parsee wedding. All Parsee weddings take place after sunset, and this one was fixed for 7 o'clock in the evening. As we alighted from our chair at the building set apart for Parsee festivities and for marriages, but not for worship, a native band of musicians arrived and played a number of musical selections very creditably, both before and after the marriage ceremony. In an open space outside the building there was an assembly of Parsee men who had been invited to the wedding, all dressed in white, which is the full dress costume of a Parsee man.

We were conducted into the building and found the main room filled with hundreds of Parsee ladies and children waiting to witness the ceremony. The ladies all wore saries, a kind of scarf or shawl bordered on each side and measuring usually four to six yards in length and about 40 inches in width. Many of the saries we saw were of considerable value, being of very fine texture and very handsomely embroidered, and we were informed by our Parsee guide that all were of Chinese make. The colors of the saries were of almost every hue, and the effect of these multitudinous bright tints in a well lighted room, together with the jewelry worn by the ladies was such that the western imagination cannot picture and only the most graphic pen could hope to describe.

Flowers Make Gauze

The room itself had been tastefully decorated with hanging festoons of flowers and leaves. In the center of the room was a platform screened on all sides with what appeared to be a thin gauze, but in reality it was a tracery effect of small flowers, chiefly white, fastened on thread crossed to form a small diamond check, giving, as we have said, the form of a gauze screen. On the platform inside this screen, chairs had been placed for the bride and bridegroom and their immediate relatives, and for the two appointed witnesses to the marriage. We were invited to sit close to this platform, and as soon as we were seated we were garlanded with a wreath of flowers, an oriental sign of welcome.

The bride was at this stage conducted to an open space near the platform, where she stood while her mother and others garlanded her with flowers, after which a number of gifts were presented to her. She was then led by her friends to the main entrance of the building to await the arrival of the bridegroom and the high priest. In the course of a few moments the bridegroom arrived, when he in turn was garlanded, and offerings of various sorts were made to him, among which was a bouquet of flowers which we took to be a symbol, as he held it in his hands without cessation to the close of the marriage ceremony.

Ceremony Interesting

The bride and bridegroom were then conducted by the high priest and an assistant priest to the platform, and when all except the priests were seated, the high priest took a piece of white cloth and placed it between the bride and bridegroom as a type of the barrier preventing their marriage until they had declared repeatedly in reply to his questions, oft repeated, that they were wishful to be united in marriage.

When they had repeated their assent sufficiently, the bride and bridegroom were seated side by side, and a long incantation was given by the high priest in which his assistant joined at intervals, but as this was all in the Parsian language, which few if any of the audience understood, it imparted no interest to the ceremony, and most of the persons assembled spent the time conversing with those sitting near them.

A curious incident of the ceremony was that both priests during the recital of the addresses constantly threw grains of rice at the bride and bridegroom, a feature usually left in England to their friends to perform as they leave the church. After the marriage a repast was given in the grounds adjoining the building, to all the invited guests, and we were cordially asked to participate, but as we had to journey by rail and our train was about due we were obliged to refuse this hospitality.

Gifts from the Orient

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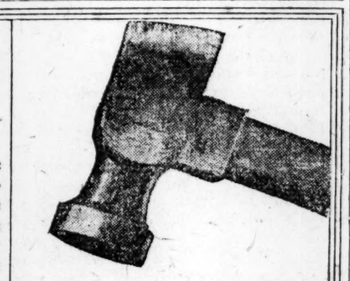
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BRITISH CRICKETERS HAVE EASY VICTORY OVER AUSTRALIANS

Marylebone C. C. Has Three Members Who Score Centuries—First Test Match Against All-Australians

DISPLAY FINE WORK

(Special to the Monitor)

LONDON—After a few days' practise, prior to beginning their program of matches, the English cricketers met as their first opponents the South Australian eleven at Adelaide, S. Aus. The game ended in a runaway victory for the visitors, who have thus started their tour in a most encouraging manner. The Englishmen displayed fine cricket in all three departments, batting, bowling and fielding. The scores were: England 563, South Australia 141 and 228. The Marylebone Cricket Club thus gained an overwhelming victory by an innings and 194 runs.

No less than three members of the English team scored centuries, viz., G. Gunn 106, P. F. Warner (the captain) 151, and F. R. Foster 158, while the bowling honors were carried off by F. R. Foster and Barnes in the first innings and by J. W. Douglas in the second.

For South Australia, Clem Hill, the famous Australian left-hand batsman, scored 51 in the first innings, while in the second innings J. N. Crawford, whose name was well known in connection with Surrey county cricket two or three seasons back, scored 63 and E. R. Mayne, a likely test-match player, made 84.

The first test match against all Australia will take place at Sydney on Dec. 15 to 19, prior to which the English visitors will have two or three important engagements, including matches against Victoria and the powerful New South Wales eleven.

SIDELINE NOTES

Trinity gave Brown a great battle and forced the Providence team to be satisfied with a 6 to 6 tie, although they had the ball on their opponents' five-yard line when the game ended.

—ooo—

The Navy is now leading the Army in their football series 8 victories to 4. Annapolis has made a great record during the past few years, principally through the work of Dalton.

—ooo—

Yale will not elect her football captain until after Thanksgiving day. Spalding, Camp, Bomeisler and Philbin are the chief candidates with Spalding and Camp as the favorites.

—ooo—

The Harvard management deserves much credit for the way the big crowd was handled Saturday. Everything went off very smoothly with the least possible delay.

—ooo—

An effort is to be made to improve the draining of the Yale gridiron. The center will be raised from six to 10 inches higher than the ends or sidelines.

—ooo—

H. N. Merritt won his football Y for the first time Saturday and now holds the letter in baseball and football as well as hockey.

NOTES ON ARCHERY

By E. B. WESTON

NOW that the archery season of 1911 has come to a most successful close, it occurs to us that many of those who have taken up the sport in the last few years may know little of its history in this country. So with what aids we have at hand, the writings of Maurice and H. Thompson, Louis W. Maxson, of Washington, D. C., and Tacitus Hussey, of Des Moines, Iowa, and our scrapbooks, we will put on record a few facts which may be of interest.

It is difficult to say when archery, as a sport, had its beginning in this country. It existed more than 100 years ago. The United Bowman of Philadelphia, was organized in 1828, and when they disbanded in 1859, they deposited their championship cup with the Historical Society, of Pennsylvania, where it may still be seen. From now on we find no record of any full fledged archery clubs, until the present period of organized archery, which began in the late seventies. For this revival we shall always have to thank the Thompson brothers, then living in Crawfordsville, Indiana. They were versatile men. As boys they were soldiers in the civil war. Afterwards they became surveyors, naturalists, lawyers, writers and poets. Maurice was at one time geologist of Indiana. He wrote many magazine articles, "Alice of old Vincennes," and other books, and the delightful "Witchery of Archery," published in 1878, from which we so often quote, "So long as the new moon returns in heaven a bent, beautiful bow, so long will the fascination of archery keep hold of the hearts of men." At one time he was editor of the New York Independent.

Will is now a resident of Seattle, a lawyer and brilliant orator. His love for archery continues, and he crosses the country nearly every year to take part in the national tournament. He was the first champion, and also won the medal again three years ago, with a much larger score than he made 30 years before.

The sudden birth and growth of archery was truly marvelous. Maurice in the "Witchery of Archery" says "There are now hundreds of clubs, from Maine to California." One of the first references to archery which I have is a clipping from the Chicago Field, October, 1878. It is an account of a reporter's visit to Crawfordsville, to interview Maurice Thompson. Mr. Thompson gave him an exhibition of shooting glass balls with the bow. Out of 50 thrown into the air at 10 yards, 35 were broken.

For many years the Archer's Register, a book of about 300 pages, has been published annually in London. In the issue for 1879 Mr. Thompson has an article on "Archery in the United States," in which is preserved much valuable history and in which the following clubs are named as holding public meetings the previous year:

Andersonville Archers, A. B. Thrasher, secretary, Andersonville, Ind.; Binghamton Toxophiiites, Henry S. Crandell, Binghamton, N. Y.; Chicago Archery Club, A. G. Spalding, Chicago, Ill.; Des Moines Toxophilites, Charles A. Finkbine, Des Moines, Ia.; Danville Archers, W. J. Calhoun, Danville, Ill.; Highland Park Archery Club, H. C. Carver, Highland Park, Ill.; Hamburg Archers, Harry L. Wells, Hamburg, N. Y.; Indianapolis Archers, Frank M. Morris, Indianapolis, Ind.; Kewanee Archery Club, James J. Pratt, Kewanee, Ill.; Kokomo Archery Club, Wick Russell, Kokomo, Ind.; La-Fayette Archery Club, J. O. Perrin, La-Fayette, Ind.; Oritani Archers, W. Holberton, New York; San Francisco Archers, Henry Darneal, San Francisco, Cal.; Staten Island Archery Club (address secretary, New York); Titusville Archery Club, J. W. Webber, Titusville, Pa.; Three Merry Bowmen, Maurice Thompson, Crawfordville, Ind.; Wabash Merry Bowmen, William T. Brush, secretary, Crawfordville, Ind.; White Rose Archery Club, J. W. Virgin, Illinois; New Brunswick Amateur Archers, William Auten, New Brunswick, N. J.; Hiawatha Archers, Capt. L. Devol, Muskingum, O.; Eighty-One Archers, Capt. E. B. Peddinghas, Marietta, O.; Brattleboro Vermont Archery Club (address secretary, Brattleboro, Vt.); Buffalo Archery Club, G. B. Hayes, Buffalo, N. Y.

In this old book there are scores made before the National Archery Association was organized, of a number of archers who afterwards became prominent in the early days of the sport, viz: The Thompsons, H. C. Carver, W. B. D. Gray—father of the present secretary of the National Archers Association—W. Holberton, A. G. Spalding, Franklin Sidway, John Booe, Theodore McMechan, Dr. E. B. Weston.

The National Archery Association was organized Jan. 23, 1871. Pursuant to a call issued by H. C. Carver, president; A. G. Spalding, vice president; E. L. Brewster, secretary—officers of the Chicago Archery Association, for a convention of Archery Societies to meet at Crawfordsville, Ind., Jan. 23, 1879, to consider the propriety of organizing a National Archery Association for the United States of America, representatives from the following societies assembled:

The Wabash Merry Bowman, Crawfordsville, Indiana; the Chicago Archery Association, Chicago, Ill.; the Kokomo Archers, Kokomo, Ind.; the Highland Park Archery Club, Highland Park, Ill.; the Toxophilites, Des Moines, Ia.; the Nottingham Archers, Pittsburgh, Pa.; the Buffalo Toxophilites, Buffalo, N. Y.; the Robin Hood Archery Club, De Pere, Wis.; met in the office of Hon. John W. Ramsay, mayor of the city of Crawfordsville, at 10 o'clock a. m. of said twenty-third day of January, 1879.

The objects of the meeting were stated and a committee of five was appointed consisting of H. C. Carver, J. Insley, C. A. Jay, W. H. Thompson and E. L. Brewster to draft a constitution and rules for the organization, and government of a National Archery Association. The committee reported a constitution and rules which were unanimously adopted as reported. The following officers were elected by a unanimous vote:

Hon. Maurice Thompson, president; C. A. Finkbire, first vice president; E. B. Smith, second vice president; J. F. Byers, third vice president; H. C. Carver, corresponding secretary; Hon. J. W. Ramsay, recording secretary; C. A. Jay, treasurer.

It was agreed to hold the first grand national archery meeting of the National Archery Association, at the city of Chicago, Ill., Aug. 1879, to continue during three consecutive days.

BROWN TRACK MEN ON LINCOLN FIELD

PROVIDENCE, R. I.—Brown University track activities have been transferred from Andrews field to Lincoln field, where the board track has been put into position. The board track, being close to the gymnasium, offers better facilities for the men for the work now in hand than did the cinder track at Andrews field, nearly a mile away from the campus. The wooden circuit is 10 laps to the mile and is an exact duplicate of the track used at the B. A. A. indoor meet.

Coach O'Connor is in active charge of the men, as he has been all fall, and he is pleased with the material at hand for the teams. Several sprinters are ineligible because of studies.

WEST WOULD REVISE WATER POLO RULES TO ADOPT THROWN GOAL

Revival of Interest in Sport in America Brings Up the Old Agitation Once More

AN EXPERT'S VIEWS

Owing to the marked revival of interest experienced this fall in the game of American water polo, a revival of the movement in the West in favor of revising the rules is again active. The prime mover along the line is a former instructor at the Chicago A. A., Dr. J. H. White, now a college coach, who is at the head of those advocating the adoption by the Amateur Athletic Union of the "thrown goal," which eastern universities have been using for a couple of seasons and which Chicago players opposed unanimously.

Dr. White's proposition came through Coach Sullivan of Princeton, who has been requested to conduct the eastern campaign, but who is not wholly in sympathy with the proposed changes. They offer nothing new. Shorn of their trimming details, they may be condensed into:

First—Allowing goals to be scored by throwing the ball at the board, as well as by touching it, and counting 2 points for the thrown and 5 for the touched goal.

Second—Inflating the ball fully, instead having it only seven-eighths inflated.

The object of these rules is to open the play and eliminate as much as possible rough work, making the game clean and more spectacular.

A veteran New York A. C. player who has seen much coaching at the colleges and was in fact instrumental in introducing the thrown goal, has the following to say on the subject:

"Although the belief seems prevalent that the thrown goal has revolutionized water polo and been responsible for the disappearance of rough tactics in varsity matches, the new system of scoring has only served to weaken the teams who have tried to use it in preference to a massed attack, and the games have been clean, not because of it, but because the Intercollegiate Swimming Association has picked out competent and strong-willed officials for its championship tournaments. The rules governing fouls in the present code offer the referee a weapon quite strong enough to nip in the bud any attempt at unsportsmanly behavior, but, unfortunately, there are very few equal to the task of wielding it properly. That, and that only, has been the trouble in the past.

"Coach Sullivan has spoken in favor of replacing the two goal judges appointed by each team by one for either end of the pool, selected by the A. A. U., and empowered to call fouls in his territory, subject always to the decisions of the referee. I think the idea excellent.

"As to the full inflation of the ball, it is a senseless notion. It is absolutely impossible to carry a hard ball through a scrimmage, and there would be so much fumbling that it would kill interest in the game.

"The one thing needed is to develop good officials. That done, there will be no fault found with the rules. They are quite good enough, provided they are enforced."

COLLEGE COACHES, No. 45

Edward N. Robinson, Brown University



EDWARD N. ROBINSON

PROVIDENCE, R. I.—Edward N. Robinson, coach of Brown University's football squad this season and last, is a veteran coach. He has served in that capacity at Brown for 11 years, off and on, and at other times has coached at Nebraska, University of Maine, and Exeter. Mr. Robinson was himself a prominent football player while he was at Dean Academy, and also while he attended Brown. Not only did he play, but he made a study of the game, and one of his strong points now lies in his complete knowledge of it.

During the past two seasons, Coach Robinson has been assisted by Pryor, captain of the 1907 team. These two men succeeded J. A. Gammons, a former Brown player, who coached for two years. In years before that time, however, Mr. Robinson trained the Brown teams, and he is always called "Robbie," seldom by his real name.

His long period of service with the Brown teams and his knowledge of the game has given him a standing with the men which has aided materially in his successes. The football men know that he means what he says, and that he has a reason for saying it. Mr. Robinson is a native of Lynn, Mass. He went to Dean Academy at Franklin and played football there. He held down the position of fullback acceptably and upon graduation came to Brown as a student. While here he played in three positions, halfback, fullback and end. In each place his work was excellent and he then showed his understanding of the game to be thorough.

After leaving Brown, Mr. Robinson spent two years coaching the team at the University of Nebraska, and while there he turned out some good men and winning teams. One year he coached the University of Maine team, and there too, he was successful. Another year he took charge of the Exeter squad, and again proved his ability to handle the men. Intermingled between these years, he coached Brown, and his success continued throughout his coaching career.

He is a man who urges clean football, and this sentiment has won him friends not only at Brown, but throughout the colleges where he is known and admired. He desires the game to be played hard, and for everything there is in it, but he does insist, so far as he can, that the men play well within the rules of the game at all times, and with due regard for the rights of the opposing team.

The fundamental principles of football form one of the most important features of a player's training, according to Mr. Robinson's idea. This fact is shown by his style of training and not from his own statements.

At the opening of the season this fall the same thing was done over again, and all through this season, even toward the end, Mr. Robinson has kept the men tackling the "dummy," falling on the ball, and passing it around, and performing other elementary tactics.

Coach Robinson has assisted in developing some of the well-known college football players of the past few years.

PENNSYLVANIA AND CORNELL ARE READY FOR THEIR BIG GAME

PHILADELPHIA—Everything is now in readiness for the last big college football game of the year on Franklin field tomorrow afternoon when Cornell meets University of Pennsylvania in their annual football contest of 1911. This is the nineteenth time that these two colleges have come together on the gridiron. Of the 18 games that have been played, Pennsylvania has won 16 with Cornell having one victory to her credit and one tie.

The two teams seem to be quite evenly matched this year and a hard contest is expected. Pennsylvania is far below her usual form and but for the running of Captain Mercer seems to have but little offensive strength.

Cornell, on the other hand, is expecting to win by a small margin. In Butler, the Ithaca team has a fine drop kicker and while the Blue and White is hopeful of being able to cross their opponents' goal line for a touchdown, the undergraduates and players believe that Butler will be able to capture some points for his team.

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It represents the sum total of sixty years of achievement in building superior ready to wear garments. Made in our own workshops, the "middle man's profit" is eliminated. From maker to wearer means a 10 to 20 per cent saving to you.

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The talk of the season, double breasted, big, graceful, $25 to $50.

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The season's leader for smart dressers. Perfect in drape, $20 to $40.

SERVICE COATS
The most satisying of all convertible collar designs, $15 to $30.

REGULARS
The "Chesterset" and the "Somerset," in blacks and oxfords, are the ideals for crisp design and perfection needlework.

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ADAMS SQUARE, BOSTON, MASS.

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SIMPLEST, MOST SUBSTANTIAL, CONVENIENT



UNLOCKED

Ordinary cuff button annoyance entirely overcome.

Can be put in stiffest cuff with ease and are held firmly.

No wear whatever to buttonholes, as it is unnecessary to remove buttons to open cuffs.

Has large outside surfaces which are connected by flat post to smaller inside surfaces. Simple connection by a turning post. The neatest, most stylish and practical cuff button. It is the only button made that holds the cuff in perfect form and position.

Saves time and patience and proves itself a comfort. It completely fills a long felt need.

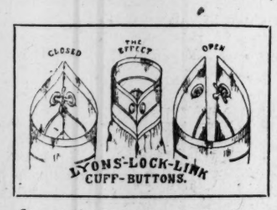
A complete, up-to-date line of the most artistic designs.

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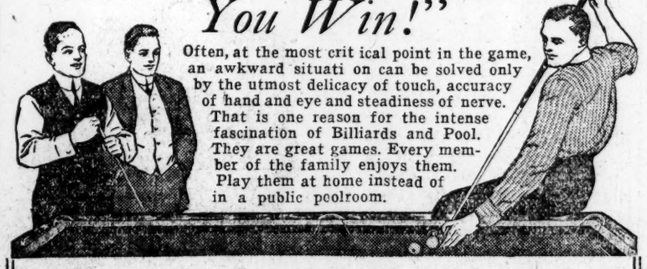
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A GRADE (guaranteed 5 years).....$1.00
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D GRADE (solid gold front, gr. 25 yrs.).5.00

PACKED IN A PLUSH-LINED BOX. VERY APPROPRIATE FOR A CHRISTMAS GIFT.
In ordering please specify GRADE and PRICE and whether desired in ROMAN, ENGLISH or POLISHED GOLD.

C. D. LYONS COMPANY Manufacturing Jewelers MANSFIELD, MASS.

"If You Make That Shot, You Win!"



Often, at the most crit ical point in the game, an awkward situati on can be solved only by the utmost delicacy of touch, accuracy of hand and eye and steadiness of nerve. That is one reason for the intense fascination of Billiards and Pool. They are great games. Every member of the family enjoys them. Play them at home instead of in a public poolroom.

BURROWES

Billiard and Pool Table

needs no special room. It can be set on library or dining-room table or mounted on its own legs or compactly folding stand. Sizes up to 4½ x 9 feet (standard), each size exactly correct in proportions, and adapted to the most expert play. Some of the leading professionals use the Burrowes Table for home practice.

$1.00 DOWN

Prices $6, $15, $25, $35, $45, $55, $75, etc.; $1 or more down (depending on size and style) and a small amount each month. Full playing equipment free.

FREE TRIAL—NO RED TAPE—On receipt of first installment we will ship Table. Play on it one week. If not satisfactory, return it, and on its receipt we will refund your deposit. This ensures you a free trial. Send today for illustrated catalog, giving full information as to prices, terms, etc.

THE E. T. BURROWES CO., 1309 Center St., Portland, Me.

Holiday Opening Next Week | Tremont St. Near West | **Chandler & Co.** | Tremont St. Near West | *Holiday Opening Next Week*

Friday and Saturday Two Days' Mark Down Sale

Quite opportune are these two days— before the opening of the great holiday trade—to pause for a moment at the end of the fall business, and clear up in a measure the odds and ends and broken assortments of one of the greatest seasons of selling in Chandler & Co.'s history.

A mark down in Chandler & Co.'s store does not mean the final resort to dispose of merchandise that is practically unsalable on account of having gone by—their policy is to close out everything even if bought the week before, providing the goods cannot be duplicated and the assortment broken—consequently they make whatever price is necessary to this result.

ONE OF THE GREATEST FEATURES OF THIS TWO DAYS' SALE WILL BE THE

Semi-Annual Silk Remnant Sale and Mark Down in Trimmings, Laces, Robes, Etc.

REMNANT LOT NO. 1 — Remnants—60c Silks ..... / Remnants—75c Silks ..... / Remnants—85c Silks ..... } *28c*

REMNANT LOT NO. 2 — Remnants—75c Silks ..... / Remnants—85c Silks ..... / Remnants—1.00 Silks..... } *38c*

REMNANT LOT NO. 3 — Remnants—85c Silks ..... / Remnants—1.00 Silks..... / Remnants—1.25 Silks..... } *48c*

REMNANT LOT NO. 4 — Remnants—1.25 Silks..... / Remnants—1.50 Silks..... / Remnants—1.75 Silks..... } *68c*

REMNANT LOT NO. 5 — Remnants—2.00 Silks..... / Remnants—2.50 Silks..... / Remnants—3.00 Silks..... } *98c*

LACES
Lot of Lace Bands. Values 1.50 to 2.00. Price 75¢

	Value.	Price.
300 yds. Chiffon and Marquisette	1.50	.75
10 yds. Black Silk Flounce	5.60	3.95
8 yds. Venise Band	7.50	4.25
250 yds. Bead Fringe	1.50	.50
4¼ yds. Net Band	6.50	3.95
18 yds. Silver Web	4.00	3.95
14 yds. Silk Net Band	4.00	2.50
8 yds. Novelty Band	8.50	5.95
18 yds. Figured Net	4.00	2.95
100 yds. 45-inch Net	2.00	.75

LACES

	Value.	Price.
10 yds. Brussels Net	6.50	3.95
162 yds. 45-inch Net	1.50 to 2.50	.95
5 yds Beaded Net / 24 yds Novelty Band / 5 yds Emb. Band / 3 yds Net Band	9.50 / 2.75 / 3.00 / 3.50	1.95
78 yds Thread Lace / 10 yds. VenisePoint / 30 yds Filet Band / 25 yds ChantillyBand	1.25 / 2.00 / 1.00 / .75	45c

ROBES
1 Silk Marquisette Robe, Value 75.00 / 1 Robe Black Net, Value 75.00 / 1 Chiffon Cloth Robe, Value 95.00 / 1 Chiffon Robe, Value 78.00 / 1 Silk Net Skirt, Value 65.00 / 3 Black Silk Brussels Net Robes ..... Value 95.00 Price **35.00**

ROBES
2 Brussels Net Robes, Value 50.00 / 2 Marquisette Tunics, Value 55.00 / 1 White Net Tunic, Value 75.00 / 2 Marquisette Robes, Value 35.00 / Jade Spangled Robes Value 38.00 ..... / 1 Old Blue Chiffon Cloth Robe ..... Value 95.00 Price **58.00**

NECKWEAR
About 400 odd pieces—collars, frills, stocks, jabots, etc. Values .75 and 1.00 Price **.50**
About 300 pieces—fichus, jabots, frills, collars and stocks. Value 2.00 Price **.95**

	Value.	Price.
1 Fichu	6.50	3.95
5 Black Frills	2.00	.95
3 Frills	5.00	2.95
1 Dress Set	10.50	6.95
6 Real Irish Collars	5.50	3.95
8 Chemisettes	4.50	1.95

SCARFS

	Value.	Price.
60 Imported Evening Scarfs, beaded net in allover design	8.50	5.00
22 Auto Scarfs and Squares	4.50	2.75
Printed Chiffon Scarfs	3.50	1.95

FRENCH BLOUSES
106 FRENCH BLOUSES—Chiffon cloth, hand embroidered and beaded, dark shades to match suits. Value 10.50. Price **3.95**

Mark Down in Suits, Coats, Wraps, Dresses, Costumes, Furs

In no part of a store do pieces accumulate more rapidly than in these departments where an enormous business is transacted—Here, there is the demand of sizes—quickly are the assortments broken and only one or two sizes remain, or the choice of colors may be sold and only one or two remain— Many of the pieces included were only received during the past two weeks. *This will be a great opportunity for those who can find the right size, and the right color, as the prices are most attractive.*

SUITS
About 100 Suits in Tailored and Dress Styles—Broadcloths, Worsteds, Diagonals and Fine Suitings. Coats silk lined and interlined—straight skirts: only one or two suits of a style. Values range from 35.00 to 75.00. All priced,
25.00, 35.00 and 45.00

	Value	Price
Black Broadcloth Suit	125.00	85.00
Black Broadcloth Suit	95.00	55.00
Blue Broadcloth Suit	75.00	55.00
Navy Broadcloth Suit	125.00	75.00
Violet Broadcloth Suit, Paquin model	350.00	85.00
Black Diagonal Suit, imported model	125.00	65.00

SUITS

	Value.	Price.
Black Velvet Three Piece Suit	135.00	85.00
Black Velvet Suit	85.00	45.00
Black Velvet Suit, Persian lamb trimmed	100.00	65.00
Navy Blue Velvet Suit	200.00	85.00
Navy Blue Suit, imported model	225.00	85.00
Blue Whipcord Suit, velvet trimmed	95.00	55.00
Black Whipcord Suit, velvet trimmed	95.00	65.00
Black Suit	65.00	35.00
Violet Three Piece Suit	165.00	45.00
Brown Novelty Suit	55.00	35.00
Scotch Mixture Suit	58.00	35.00
Gray Mixture Suit	50.00	35.00
Mixture Suit	52.50	35.00
Blue Two Toned Stripe Suit	50.00	35.00

DRESSES
50 PARTY AND DANCING DRESSES, in the new shades of flame, emerald, gold, Paris blue, ombre and purple. There are Tunic Gowns of marquisette, chiffon and net—embroidered in crystal and made over soft satins. Values 55.00 to 70.00.... } *35.00*

25 NEW VELVET DRESSES for street and afternoon wear—8 different models, with lace yokes and colored chiffon blouses. Values range from 35.00 to 45.00. All priced..... **25.00**

35 STRIPED WOOL DRESSES—Semi-tailored styles, satin trimmed, all in desirable colors in small and medium sizes only. Value 25.00. Price..**12.50**

20 BROADCLOTH DRESSES, velvet trimmed, in navy, brown, green, wistaria and black. Value 35.00. Price, **19.50**

	Value	Price
2 Crepe Meteor Gowns	55.00	29.00
1 Velvet Dress	85.00	47.50
1 Coat Serge Dress	60.00	35.00
2 Satin Dresses	48.00	28.00
1 Satin Dress	55.00	35.00
1 Chiffon Panel Gown	95.00	65.00
1 Velvet Broche Tunic Gown	85.00	38.00
1 Evening Gown of Gold Net and lace	95.00	47.50
4 Velvet Dresses	28.00	19.50
1 Blue Velvet Gown	135.00	75.00
1 Chiffon Gown	125.00	75.00
1 French Dress of Chiffon	25.00	15.00

COATS
25 MIXTURE AND TWEED COATS—New models in fine materials; half lined with satin, and interlined. Values 25.00 and 30.00 ..... } *16.50*

30 Tourist and Street Coats, heavy weaves and double faced materials. Values 25.00 to 45.00. Prices, **15.00 to 25.00**

10 Black Broadcloth Coats, all silk lined and interlined. Value 48.00. Price **35.00**

15 Black Broadcloth Coats, satin lined and interlined. Value 35.00. Price, **25.00**

	Value.	Price.
Black Velvet Coat	95.00	75.00
Black Velvet Evening Coat	60.00	45.00
Long Blue Velvet Coat	58.00	35.00
Mixture Coat	29.00	15.00
Black Broadcloth Coat, white broadcloth collar	65.00	35.00

COATS

	Value.	Price.
Purple Evening Coat	45.00	25.00
Old Blue Evening Coat	50.00	35.00
Light Blue Evening Coat	40.00	25.00
Gray double Faced Coat	29.00	15.00
Tan and Purple Coat	29.00	16.50

WAISTS
1 Lot of Lingerie Waists, Values $6.00 to $12.50. All priced ..... $4.95 and $5.95

	Value.	Price.
25 White Voile Waists	6.50 to 8.50	4.50
12 Muslin Waists	4.00 and 4.50	2.50
8 Odd Batiste Waists	4.00 and 7.50	2.50
7 Fine Batiste Waists	10.50	7.50
25 Fine French Voile Waists	10.50 and 12.50	7.50
9 French Voile Waists	16.50	10.50
17 Chiffon Waists	10.50 to 16.50	7.50
1 Chiffon Imported Model Waist	75.00	19.50
10 Hand-made French Blouses	30.00 to 45.00	15.50
1 Chiffon Waist	25.00	10.50

FURS

	Value.	Price.
Black Opossum Muffs	$10.00	$5.75
Black Opossum Scarfs	12.00	7.50
Black Coon Muff	22.50	16.50
Black Coon Scarfs	17.50	13.50
Black Coon Scarf	16.50	12.00
Black Wolf Muff	15.00	9.00
Black Wolf Scarfs	13.50	7.50
Black Coon Muffs	17.50	13.50
Black Wolf Muff	25.00	15.00
Black Wolf Scarf	18.00	10.50
Mink Scarf	100.00	95.00
Mink Scarf	80.00	45.00
Mink Scarf	55.00	35.00
Mink Muff	110.00	65.00
Mink Muff	185.00	110.00
Ermine Muff	85.00	50.00
Ermine Scarf	65.00	45.00
Pointed Fox Muffs	100.00	75.00
Pointed Fox Muffs	75.00	55.00
Pointed Fox Collar	48.00	35.00
Sable Fox Muff	22.50	16.50
Fur-lined Coat	100.00	58.00
Fur-lined Coat	125.00	75.00
Hudson Seal Coat	300.00	175.00
Fisher Set	300.00	225.00
Seal Coat	350.00	195.00
Caracul Coat	125.00	75.00
Caracul Coat	225.00	145.00
Sable Squirrel Coat	175.00	125.00
Persian Lamb Coat	500.00	325.00

Annual Reduction Sale of French Model Hats

This will be a very interesting occasion as it is the first general reduction applying to our entire stock of BEAUTIFUL IMPORTED HATS.

Prices of the models range from 25.00, 38.00, 50.00, 75.00 and up to 200.00 each—the reductions bring these prices to

10.00, 15.00, 20.00, 25.00 and Upwards

Included are 120 models from such originators as Paul Poiret, Lewis, Georgette, Louison, Virot, etc.

65 Tailored and Semi-Dress Hats
Original Values, 15.00 to 18.00

In Black, White and all this season's newest colorings, including some imported English tailored models suitable for general and semi dress wear. } *5.00*

Housekeeping Dept.

	Value.	Price.
15 Satine Down Puffs	5.00	3.95
22 Satine Down Puffs	6.00	5.00
10 Silk Down Puffs	10.00	8.75
38 Silk Wool Puffs	8.00	6.75
10 Pairs Single Bed Wool Blankets	4.50	3.45
8 Pairs Single Bed Wool Blankets	6.00	4.00
12 Pairs Double Bed Wool Blankets	7.00	4.50
8 Pairs Double Bed Wool Blankets	8.00	5.50
7 Pairs Double Bed Wool Blankets	10.00	8.00
27 Scalloped Bed Spreads	4.50	3.75
250 Cotton Sheets, 63x108, 72x99	80c	69c
150 Cotton Sheets, 81x99 in	99c	79c
250 Pillow Slips, 42x38½	19c	15c
280 Huck Towels, full size	37½c	25c
144 Huck Towels, guest size	33c	25c
28 Doz. H. S. Lunch Doylies, dozen	4.00	2.95
72 H. S. Tray Cloths	62½c	50c
42 Lace Trimmed Bureau Scarfs	2.50	1.50
84 Lace Trimmed Bureau Scarfs	3.50	1.75
96 Lace Trimmed Center Pieces	1.00	50c
132 Lace Trimmed Center Pieces	2.50	1.25

BLACK AND COLORED *Dress Goods*

$1.00 Dress Goods / $1.25 Dress Goods / $1.50 Dress Goods } *48c*

$1.25 Dress Goods / $1.50 Dress Goods / $1.75 Dress Goods } *68c*

$1.50 Dress Goods / $1.75 Dress Goods / $2.00 Dress Goods } *98c*

White Goods and Wash Goods

	Value.	Price.
White Emb'd French Crepe	59c	39c
White French Marquisette	75c	59c
English Nainsook, 12-yd. pcs.	$2.00	$1.50
Handkerchief Linen, 40-in	87c	59c
All Wool Challis	75c	59c
Silk Muslins	39c	19c
Loomgold Foulard	39½c	29c
Ripplette and Seersucker	19c	12½c

Women's Gloves

	Value.	Price.
Washable Doeskin and Chamois Gloves	$1.25	85c
Pique Doeskin	1.25	95c
Kassan Cape Gloves	1.50	$1.15
White French Kid Gloves	1.50	1.10
8-Button Length Kid Gloves	2.25	1.65
Men's Cape Gloves	1.25	95c

Jewelry

	Value	Price
Jeweled Hat Pins	$1.00 to $2.00	50c
9 Pendants	5.50	3.25
5 Large Mesh Bags	18.50	10.00
Eye Glass Case	10.50	5.00
5 Bead Bags	5.50	3.95
1 Jewel Box	12.00	5.00
1 Card Case	10.00	5.00
2 Vanity Cases	12.50	5.00
19 Coat Chains	2.50	1.55
1 Necklace	10.00	5.00
2 Novelty Barrettes	10.00	2.50
2 Coin Purses	6.50	3.50
9 Silver Bracelets	50c	25c
12 pairs French Earrings	8.50	3.50
8 Pairs Stud Earrings	1.50	65c

Umbrellas

	Value.	Price.
14 All Silk Umbrellas	$3.00	$1.50
11 Women's Imported Umbrellas	8.50	5.00
9 Silk Umbrellas	$10.50 and 12.00	6.50
5 Silk Umbrellas	5.00	3.00
7 Men's Umbrellas	9.00	5.00

Odd Lot of 100 Taffeta Silk Petticoats

Most of them in stripes—most all have silk dust ruffle—there were nearly a thousand to begin with—at much higher prices. The silk is of splendid quality. Original Values 4.00 and 5.00..... } *1.95*

	Value Price		Value Price		Value Price
One lot of Taffeta Petticoats	5.00 **2.95**	4 Jersey Top Petticoats	10.00 **5.95**	8 Chiffon Taffeta Petticoats in white only	5.50 **3.95**
9 Black and White Messaline Petticoats	6.50 **3.95**	3 Pompadour Silk Petticoats	5.50 **2.95**	11 Silk Moreen Petticoats	4.00 **3.00**

Mark Down in Muslin Underwear

	Value	Price
35 Gowns	$1.50	$1.00
25 Gowns	2.00	1.35
27 Gowns	3.50	1.95
15 Gowns	5.00	2.95
8 Gowns	6.75	3.75
5 Gowns	7.50	5.00
2 Gowns	15.00	6.75
12 White Skirts	4.00	1.95
10 White Skirts	6.00	2.95
18 White Skirts	7.50	3.75
14 White Skirts	10.00	5.00
4 White Skirts	18.00	8.95
1 White Skirt	25.00	12.50
1 White Skirt	35.00	18.50
25 Pairs Drawers	.62	.35
25 Pairs Drawers	.85	.58
15 Pairs Drawers	2.00	1.00
16 Pairs Drawers	3.00	1.50
7 Pairs Drawers	4.00	1.95
6 Pairs Drawers	5.00	2.95
8 Combinations	2.00	1.00
10 Combinations	3.50	1.95
9 Combinations	6.00	2.95
3 Combinations	7.50	3.75
5 Combinations	10.50	5.00
1 Combination	14.50	8.95
12 Princess Slips	3.00	1.95
3 Princess Slips	5.00	2.95
3 Princess Slips	8.00	3.75
5 Princess Slips	10.50	5.00
4 Princess Slips	12.50	6.75
1 Princess Slip	25.00	10.50
22 Corset Covers	.75	.50
20 Corset Covers	2.00	1.00
6 Corset Covers	3.00	1.50
6 Corset Covers	4.00	1.95

Corsets

	Value	Price
60 Prs. La Vida Corsets	7.50 to	3.75
30 Prs. La Vida Corsets	5.50 to	2.75
11 Prs. W. B. Corsets	5.00 to	3.60
10 Prs. W. B. Corsets	3.00 to	1.50
32 Prs. Warner Corsets	1.50 to	.35

Traveling Bags

	Value.	Price.
2 Traveling Bags	$7.00	$3.95
Traveling Bag	7.50	3.95
Man's Alligator Fitted Bag	50.00	25.00
Man's Traveling Bag, Fitted	35.00	15.00

Hand Bags

	Value.	Price.
9 Beaded Bags	$10.00	$5.95
6 Black Velvet Hand Bags	9.50	6.50
Muff Pocket Books	8.50	3.95
19 Ooze Calf Hand Bags	4.50	2.50
24 Sample Hand Bags	$2.50 and 3.00	1.00
5 Austrian Velvet Hand Bags	12.50	6.50

Women's Hosiery

Women's Lisle and Silk Lisle Hose—Regular 35c and 50c qualities, at **29c**

Rapid selling having reduced some of the staple lines, we will close them out at this reduction with some other lines we do not require. All new goods and guaranteed in every way—686 pairs in all—no more when these are sold.

55 Pairs Women's Thread Silk Hose, light blues, dark green, lavender, burgundy; regular value $1.50. Price. **59c**

50 Pairs Boys' Heavy Ribbed Black Cotton Stockings, sizes 6 and 6½ only; value 25c. Price **12½c**

105 Pairs Boys' Heavy Ribbed Black Cotton Stockings, sizes 6, 6½, 7 and 10; values 50c. to 90c. Price... **35c**

38 Coat Sweaters, pure wool, white with light blue, lavender and tan, trimmed, and white with sailor collar. Value 7.50 and 8.00. Price **5.00**

Mark Down in Oriental Rugs

	Value.	Price.
1 Khiva Bokhara	$14.00	$7.50
4 Beluchistans	15.00	9.75
1 Persian Rug, 7.9x4.2	30.00	18.50
1 Kurdistan, worn in center	20.00	10.00
Persian Hall Strip (damaged)	25.00	11.75
Persian Strip, imperfect	20.00	6.75
Mosul Rug	18.00	12.50
1 Oriental	20.00	11.75
1 Kurdistan (damaged)	15.00	8.25
2 Beluchistan Mats	10.00	6.50
3 Antique Bokhara Trappings	20.00	10.00
1 Hamadan, 3.9x2.8	12.00	6.50
5 Small Mats, values up to	9.50	3.75
8 Mosuls, values up to	30.00	18.50
10 Kurdistans	40.00	25.00
1 Hall Rug, 9.5x2.0	45.00	32.50
1 Camels' Hair Strip	60.00	33.50
1 Persian Hall Rug, 13.1x3.6	75.00	45.00
1 Antique Kelim	50.00	27.50
1 Kurdistan	65.00	30.00
1 Persian Bijar	60.00	45.00
14 Kurdistans, values up to	55.00	35.00
6 Mosuls	25.00	15.00

ROOM-SIZE ORIENTAL RUGS

	Value.	Price.
1 Serape Turkey	$500.00	$178.50
1 Turkey Carpet, 14.1x10.5	165.00	125.00
1 Persian Gorevan, 12.1x9.4	185.00	125.00
1 Persian Rug, 12.0x10.7	240.00	145.00
1 Mahal, 12.7x8.9	155.00	95.00
1 Kermanshah (damaged), 14.4x10.7	400.00	195.00
1 Gorevan, 12.1x9.0	190.00	125.00
1 Persian Rug, 10.0x11.7	175.00	125.00
1 Oriental Rug, 11.0x7.10	115.00	67.50
1 India Carpet, 12.0x9.0	125.00	75.00
1 India Carpet, 14.3x10.0	245.00	175.00
1 Persian Gorevan, 12.8x9.3	285.00	195.00
1 India Carpet, 12.2x9.2	127.50	75.00
1 Kermanshah, 16.4x11.0	625.00	395.00
1 Mahal, 12.3x8.6	150.00	95.00
1 Gorevan, 13.8x8.6	220.00	145.00
1 Gorevan, 11.8x9.0	180.00	125.00

Tapestries and Drapery Materials—Lace Curtains

	Value	Price
15 yds. Moire Damask	4.00	2.50
57 yds. Dione Tapestry	2.00	1.00
10 yds. Tapestry	3.00	1.50
12 yds. Tapestry	8.00	3.75
50 yds. Yellow Damask	4.50	3.00
50 yds. Red Damask	4.50	3.00
10 yds. Moire Damask	4.00	2.50

200 yds. Hand Blocked Prints and Linens—old rose, delft blues and chintz patterns, values 1.50 to 2.00. Price ..... **45¢**

LACE CURTAINS

Values	6.00	7.50	12.50	15.00
Prices	**3.50**	**5.00**	**7.50**	**10.00**

PILLOW TOPS AND CHAIR SEATS
Including Damasks, Velours, Tapestries, Velvets, Brocades and Linens—
Values ..... 50c to 10.00
Prices ..... **25¢ to 5.00**

Sheffield Plate at Special Prices

	Value	Price
Vegetable Dishes	12.00	8.00
Sandwich Plates	7.50	4.25
Serving Trays	35.00	20.00
Chop Plate	15.00	10.00
Tea Sets	13.00	8.00
Wall Sconces	10.00	7.50
Hot Water Kettles	15.00	10.00
Mahogany Trays	12.00	7.50

IMMENSE RANCHES ARE STILL A FACTOR IN STATE OF OREGON

PORTLAND, Ore.—Although the days of the big ranch in Oregon are passing, more attention being given in these times to intensive agriculture and fruit raising, there still remain, particularly in the eastern part of the state many holdings of baronial extent, of which the Muddy ranch is a fair sample.

This ranch includes in deeded and leased lands, a trifle less than 500,000 acres, or an area of 78 square miles.

The holdings of the Prineville Land and Live Stock Company also include a number of other ranches scattered throughout the country where Crook, Wheeler and Wasco counties join.

Like almost all the stock country throughout eastern Oregon, the land is more or less broken, and through their ownership of nearly all the creeks and springs this company controls a very large extent of country which is without water, and which no one cares to take up. It is probable that this broken land never can be utilized by the homesteader and the owners of Muddy ranch control a territory larger than some states.

This great land holding has been growing for 30 years. From time to time a little land has been added by purchase, either from the state or from private owners, until today it is one of the finest of the big Oregon ranches with adjacent open range. The principal owners are Henry Hahn and Leo Friede, formerly of Prineville, but now Portland capitalists. They have taken great pride in breeding fine stock, until their output is of a very high quality.

The company has at present about 12,000 sheep and 400 cattle. This spring they branded 5970 lambs. There are about 100 horses and mules on the ranch, mostly work stock.

These figures of a big stock farm look rather small, but this is not the case when it is known that the 12,000 sheep are almost all pure bred, many of them being open to registry as thoroughbreds, the breeds being Rambouillet and Delaine. The Muddy ranch sets such a high standard that it could sell each year twice as many young rams as it raises, the amount realized each year from bucks sold being $7500 to $10,000.

This year about 12,000 sheep were sheared at the ranch, and their good blood is shown by the fact that, although many of them were yearlings, the average fleece was less than two ounces under 12 pounds in weight, and this wool will bring from 1 to 2 cents per pound more than wool from ordinary flocks. At the Shaniko sales, where the bulk of the central Oregon clip is disposed of, Muddy ranch will have no one to represent it, for the product is well known and is sought for by the buyers. The company has now at Shaniko or in transit, 120,000 pounds of this year's clip.

On the John Day river, some distance from headquarters, is the River ranch, another one of the company's holdings, where one of its principal alfalfa fields is located. More alfalfa is grown at the home ranch and at the Mays ranch, scattered about the Muddy and Current creeks wherever water can be had for irrigation, and also at the Hinkle ranch, another of the company's holdings. In an ordinary season something like 3000 tons of hay and alfalfa are cut.

The 400 cattle mentioned above are only the stock now on the ranch. Every year the company buys a large number of feeders, fattening them and shipping to the Portland market.

The Muddy ranch range is far from being overstocked. In fact, greater numbers of cattle and sheep could be fed there easily, but the object of the management is to turn out cattle and sheep of higher quality than any other breeders in the state.

Muddy ranch is very much of a village; there are at least a dozen buildings. Besides the main ranch house there are barns and stables, blacksmith shop, granary, bunkhouse, wagon sheds, implement sheds, cow barns, sheep sheds and corrals, wagon scales, and, in fact, all the equipment one would find on a ranch of that size. There are about 40 men on the pay roll, sometimes more during the haying season.

The management of this big property is most thorough. The various ranches are grazed carefully, so there will be good feed the year round, the fall and winter ranges being protected for those seasons.

There must be good feed close at hand during the lambing and shearing seasons and during the winter, when it is necessary to feed hay, the stock must be distributed properly with relation to the food supply and the water courses. From July 1 until the middle of September the sheep are taken to the mountains and pastured on the government forest reserves.

After all that has been said derogatory to the forest service, its red tape and dilatory tactics, the management of the Muddy ranch finds that these regulations have simplified matters for the sheep and cattle men and have gone a long ways toward ending former complications, for range wars in this country are practically a thing of the past and the forest service has had much to do with the peace which has been declared between the sheep and cattle men.

WOMEN OF ALABAMA AT HEAD OF MOVEMENT TO ADVANCE THE CAUSE OF EDUCATION

BIRMINGHAM, Ala.—As a state Alabama, is not yet 100 years old. Its first American school was taught by John Pierce of New England, in 1810, at the Boat Yard on the Tensaw river when Alabama was still a part of Mississippi territory.

Nine years later, when the constitutional convention met at Huntsville, it declared: "Schools and the means of education shall forever be encouraged in this state." The act of Congress which admitted Alabama into the union in 1819 provided that 72 sections or 46,080 acres of land be set apart "for the establishment and maintenance of a seminary of learning."

The second session of the state's Assembly in 1820, passed an act locating this seminary, under the name of the University of Alabama, at Tuscaloosa, the capital city. Since the institution opened its doors in April, 1831, it has left its imprint on the social and intellectual life of the state.

An attempt at public schools was made in Mobile, as early as 1826, and in 1852 a public school was began there in historic Barton academy, a colonial structure built in 1835, which became the foundation of the system adopted by the state.

Although a bill establishing public schools throughout the state became a law in 1854 it was not until 1898 that the system was placed on the secure basis of state examinations for teachers. The salutary effect of this recent legislation is being more clearly recognized each year.

From early days the women of Alabama were among the foremost in the movement for the best in education. The first seminary of high order for their use, the Alabama Atheneum, was chartered in 1836 through the efforts of Dr. Alva Woods, first president of the state university. The Judson Institute at Marion was founded in 1839, and the Alabama Conference Female College at Tuskegee in 1856.

Long before the Alabama Federation of Women's Clubs became a power for the furtherance of education among all classes, Miss Julia Strudwick Tutwiler, daughter of Prof. Henry Tutwiler, a noted Alabama educator, strove valiantly to supply the educational needs of the time. When the Livingston academy for girls was chartered as a normal college in 1882 she was made its president and continued in that office for more than a quarter of a century. Miss Tutwiler, who is today a resident of Birmingham, grappled with legislatures for an equitable distribution of public funds for boys and girls alike; she effected the establishment of the Alabama girls' technical school at Montevallo, and it was through her efforts that the doors of the state university were thrown open to women in 1895. Miss Tutwiler is now active in behalf of prison reforms.

The girls' technical school gives instruction in the liberal arts and sciences as well as in technical branches. Its purpose is to exert an uplifting, refining influence in the home and in society, to advance skill in domestic arts, to prepare professional teachers and to teach girls to be self-supporting.

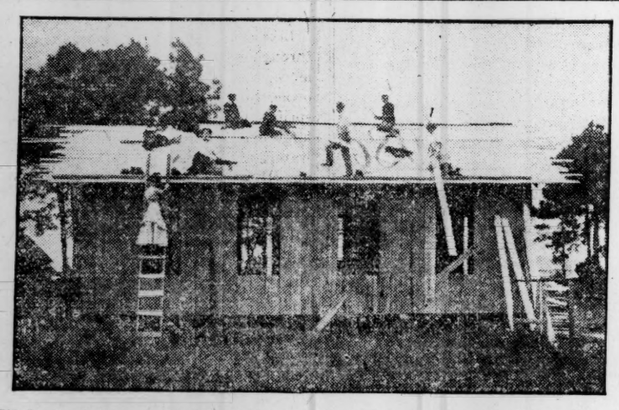
One of the most hopeful of the experimental schools of the country is the school of Organic Education at Fairhope, which was established by women five years ago and which aims to develop boys and girls naturally without examinations. Gardening, domestic arts and manual training lend interest to the work.

Conspicuous in the advancement of education in Alabama stands the federation of woman's clubs. At present the organization is working to have the age at which children may enter factories raised from 12 to 14 years.

It was a federated club woman, Mrs. R. D. Johnson of Birmingham, who conceived and executed the idea of founding a reform school for wayward boys. The association donated $5000 and the plant that has been built up is today valued at $50,000, exclusive of material equipment. The Legislature has granted $15,000 annually for its support.

Equally successful have been the loan scholarship activities of the women of the federation. Since 1903 a total of 38 girls have been given assistance at the technical institute, at the University of Alabama, or at the Camp Hill industrial school. A beginning has been made toward a permanent endowment fund for these scholarships.

At the request of a former state superintendent of education, the federation undertook the task of introducing the school improvement movement in Alabama. Today every county except three in the state has a county school improvement association. These associations in the school year 1909-1910 expended $47,774.80 upon school improvements and $39,622.54 in 1910-1911. Of even greater importance has been the increasing tendency to use the school as a social center and the formation of the state school improvement association.



Girls and boys of Fairhope (Ala.) Organic school helping manual training teacher build house

PLAN $700,000 ARMORY ON WATERFRONT FOR DEFENDERS OF COAST

A $700,000 armory on the waterfront to house the Boston companies of the naval brigade and coast artillery, is the plan of state and city officials and the leading personnel of the national guard. A bill providing for the appropriation of this sum, to be expended by the state armory commission, is being prepared for presentation to the next Legislature. It is the largest sum ever asked for by the militia in a single item.

State military leaders say Governor Foss favors the project. They call significant the fact that Adjutant General Pearson, the Governor's appointee as chief of staff, is vigorously working for the new armory.

CANADIAN OFFICIALS REITERATE PLEAS OF FRIENDLINESS TO U. S.

Canada's rejection of the reciprocity agreement was due in no part to hostility to the United States, but largely because Canada had no desire to change its policy and held the belief that her future would be better worked out within the British empire, according to the Hon. J. K. Flemming, prime minister of New Brunswick and the Hon. Harry F. McLeod, its provincial secretary, at the dinner of the Canadian Club at the Parker house Tuesday evening.

The two officials said that they had taken "a humble part in bringing about the result" at the September election and agreed that there is no sentiment in favor of annexation in the Dominion.

HANYANG ON FIRE AND NANKING HELD BY REBEL TROOPS

(By the United Press)

HANKOW—The imperial forces have set fire to Hanyang. Efforts are being made to save the arsenal and powder factory.

NANKING—The rebel troops are now in possession of practically the entire city of Nanking.

SHANGHAI—Rear Admiral Murdock is sending a company of American marines from here to Peking on board the United States cruiser Saratoga.

Other news despatches say the imperial forces now occupy Hanyang, and that this victory, with the taking of Wuchang makes Premier Yuan Shi Kai's position strong.

BERLIN—The German government today ordered 200 troops from its garrison at Tsingtau, China, to Tien-tsin.

ROOSEVELT WON'T NOTICE "SELLING OUT" REPORT

NEW YORK—Theodore Roosevelt refused today to discuss "such nonsense" when shown a synopsis of Wharton Barker's testimony in Washington on Tuesday before the Senate committee on interstate commerce, in which Mr. Roosevelt's name figured prominently.

WASHINGTON—Wharton Barker, a retired banker of Philadelphia, told the Senate committee on interstate commerce on Tuesday that a New York financier told him in 1904 that the financial interests would support Theodore Roosevelt for President because the latter had "made a bargain" with them "on the railroad question."

SCANLON ON LAWRENCE TICKET

LAWRENCE, Mass.—Alderman Michael A. Scanlon, who began the agitation which resulted in a grand jury investigation and trial of several politicians and contractors, Tuesday night was nominated for mayor by a vote of 4328. He led by more than two to one his nearest competitor, Michael J. Sullivan, who will also go on the election ballot with him.

TO BETTER LIVING CONDITIONS

A commission of five members, three to be appointed by the Governor and two by the mayor of Boston, which shall be required to prepare a survey of the metropolitan district and specific plans for bettering living and business conditions therein, is favored by a board created by the last Legislature to devise a method for co-ordinating public improvements.

MR. LITTLETON TO TAKE STEEL CASE TO HOUSE

WASHINGTON—Representative Stanley, chairman of the House committee of inquiry into the United States Steel Corporation, refused the request of his colleague, Martin W. Littleton of New York, that he call the committee together to investigate assaults upon his integrity and standing as a member of the committee.

Mr. Littleton declared he would first appeal to individual members of the committee to request the issuance of the subpenas. If this fails he will then take his contest to the floor of the House, and he counts upon the support of many Democrats.

TELEPHONES FOR CHICAGO'S CARS

CHICAGO—Chicago street cars are being equipped with a device intended to do away with the needless opening of car doors in the winter. It consists of four enunciator horns, like graphophones, set in the ceiling at the four corners of the car.

The conductor will have a small telephone through which he will announce street names.

AERO CLUB ELECTS MR. BENTON

Jay B. Benton of Boston was chosen president of the Aero Club of New England at the annual meeting and dinner Tuesday evening.

CAPITALISTS PLAN WAREHOUSE

RICHMOND, Va.—Capitalists in this city are contemplating the erection soon of an eight-story building to be used as a storage warehouse.

Paine's



THREE HUNDRED DIFFERENT SIDEBOARDS

The range of choice we offer in our various departments is shown by the fact that we carry over 300 different styles of sideboards.

In mahogany and the various shades of oak, both period reproductions and the finest modern pieces. At prices ranging from $30 to $350.

Illustration shows sideboard with combination straight and swell front, a most unusual design. Sectioned silver drawer lined with velvet, and with Yale Lock; two roomy cupboards and full length linen drawer. In mahogany, $78. China closet to match, $52. Also in various oak finishes.

PAINE FURNITURE COMPANY

48 Canal Street — Between North Station and Haymarket Square

The New Griffin Building



368-370 WASHINGTON STREET OPP. BROMFIELD BOSTON, MASS.

FINE HATS and FURS FOR MEN and WOMEN

Geo. L. Griffin & Son

AMUSEMENTS

SYMPHONY HALL
TUESDAY EVENING, Dec. 12, at 8:15
THE THEODORE
THOMAS ORCHESTRA
OF CHICAGO
FREDERICK STOCK, Conductor.
ALBERT SPALDING (Violinist), Soloist
Program—Overture "Coriolanus," Beethoven; Tone Poem, "Don Juan," Strauss; Concerto for violin (first time in Boston), Elgar; Symphony No. 2, D major, Brahms.
Tickets $2.00, $1.50, $1.00 and 75c. Public sale Dec. 4.

BOSTON OPERA HOUSE
TONIGHT AT 8
TOSCA
Melis, Constantino, Scotti.
Fri. Eve., AIDA; Destinn, Gay, Zenatello, Polese, Lankow. Sat. Mat., CARMEN; Gay, Clement, Mardones. Sunday Eve., Grand Operatic Concert at popular prices. Monday Eve., MADAMA BUTTERFLY; Destinn, Swartz, Jadlowker, Polese.
Down Town Ticket Office, 177 Tremont St.

JORDAN HALL
WEDNESDAY AFT'N, DEC. 6, AT 3
PIANO RECITAL
BORWICK
(First appearance in Boston)
Tickets $3.50, $1.00 and 75c., Symphony Hall

AMUSEMENTS

JORDAN HALL
MONDAY AFTERNOON, DEC. 4, AT 3
HAROLD BAUER
In a Special Schumann-Chopin-Liszt Recital
Tickets $1.50, $1.00 and 75c. Symphony Hall.

SYMPHONY HALL
NEXT FRIDAY EVENING SATURDAY AFTERNOON
ELMENDORF
Artist, Traveler, Lecturer
FLORENCE and VENICE
AND THEIR ART TREASURES
Prices $1.00, 75c, 50c

JORDAN HALL—Three Concerts
ON THURS. EVGS., Dec. 7, Jan. 11, Feb. 22
THE FLONZALEY QUARTET
Season Tickets $4, $3, $2. Now on sale.
Single tickets Monday, Dec. 4

Long JEWELER



Actual Sizes.

1—Gold Brooch. Heavy 14k., set genuine pearls, 9.50

2—Gold Brooch. Heavy 14k., cross and crown, set genuine pearls 7.50

3—Bar Pin. 14k 2.50

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MONITORIALS

By NIXON WATERMAN.

THE Japanese have a saying: "The poet at home sees the whole world." Somewhere in his writings, George William Curtis says: "One man goes 4000 miles to Italy, and does not see it, he is so shortsighted; another is so farsighted that he stays in his room, and sees more than Italy." As a matter of fact, a dweller in mid-temperate zones, by gazing from his window, can get a pretty good idea of all the climes that extend from the equator to the pole. This tends to make travel by toilsome journeys into far lands less desirable and necessary than some persons deem it to be. In the joyous spring when the woods and fields are in bloom, when the thrifty bees are seeking out stores in meadows purple with the violet or the woodland ways set with many a fragrant flower, or the orchard paths spiced with rare perfume; when the buttercups befleck the hills with gold and all the glad-throated song birds have brought the southland on their wings, who can doubt that the sunny vistas of Mexico or Florida or of Italy lie before his door.

Could anyone desire anything more delectable than a thicket of wild plum trees abloom, their blossomy boughs reproducing the drifted snows of December? As the season advances, sun and shadow dapple the fields of waving wheat. At refreshing intervals the valleys smile behind a veil of silver rain as Robin Redbreast, braving the shower, pours forth his greeting to the rainbow flung across the sky.

After the passing of the autumn, with its fair blue Italian skies, comes the winter. In the garden where, during the long, golden days of summer, dreamed a poppied Spain, is left no sign of lily or rose. It is, instead, a miniature reproduction of Labrador, with all the keen, crisp beauty that the winds and the frost can fashion of ice and snow.

From the 21st of June to the 21st of December the sun has journeyed all the way from the Tropic of Cancer to the Tropic of Capricorn and has taken the seasons with him. In mid-summer he brings the tropical equatorial phases of climate, of bird-life, of luxurious plants and flowers. In mid-winter he brings a fair and modest representation of the Arctic regions for the edification and entertainment of those who could not otherwise become acquainted with the land of the Frost King. With anything like a vigorous, poetic imagination one can remain at home and during the annual procession of the equinoxes view the globe from the equator to the pole.

APROPOS

Wrote he to her he still adored:
"Since you will not be mine,
Now, that you've thrown me overboard,
Please drop me just a line."

ALL particles of matter, whether they be atoms or worlds, attract one another. There is a tendency toward making everything more like everything else with which it comes into relationship. When the good little boy comes home from playing with the less carefully trained little boy, the good little boy is likely to be not quite so good as he was before he went out to play. He has taken on some of the other little boy's manners of speech and action. The other little boy has become a part of him. There is some consolation in thinking that the good little boy has, in the meantime, become a part of the other little boy. Men, too, are susceptible to the influences of their companions and surroundings. A man is apt to become more or less like the people he meets, the pictures he sees, the books and papers he reads.

Many a farmer's boy has learned what will happen if watermelons are planted too close to the citrons and squashes, or when the popcorn is grown too near the "field" corn. Amid such surroundings the watermelons lose their fine flavor and are not fit to eat, and the popcorn, though patiently coaxed and toasted before the most glowing of fireplaces, will refuse to pop. It was a wise old farmer who remarked: "It is hard for a cow to walk through the cockle-bur patch and not bring home some of the burs in her tail."

To associate with noble minds is the surest way to attain to nobility. "There is a transcendent power in example," says Madame Swetchine. "We reform others unconsciously when we walk uprightly." The power of example is much stronger than the power of precept.

WORK AND PLAY

Though there are different points of view,
Still, most folks like to praise
What some call "Shakespeare's Works,"
and some
Insit are "Shakespeare's Plays."

OF course you're a hero, you've hinted, yourself, as much to the men at the club; and all other heroes are laid on the shelf; you're the truly big fish in the tub. You are brave as a lion, yet gentle and kind; what reason is there I should doubt it? But I'd just like to ask, if you really don't mind, now what does your wife think about it?

You'd have us believe if the world were composed of men like yourself there would be a view of such brotherly beauty disclosed as would gladden all people to see. You are clever and wise, you would have us to know. Conceit? You are wholly without it. No doubt every word you have told us is so—but what does your wife think about it?

Some night when she's sitting up darning your socks or mending at tatter and tear, as he tenderly sings to the baby she rocks, a toil-sweetened, lullaby air, then ask: "Am I noble and thoughful and kind?" before to the world you shall shout it, for it ought to be worth your endeavor to find what the one who knows best thinks about it.

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EDUCATION IN NEVADA PROGRESSING ALONG MOST MODERN LINES

Growth of Schools Is Surprise to Those Who Consider the State a Desert, as Described in Old Geographies

UNIVERSITY LEADS

RENO, Nev.—To many people the idea of education in Nevada is still as incredible as would be that of education in the desert of Sahara. They consider Nevada the one remaining American wilderness, a great plateau, as the old geographies said, almost entirely uninhabitable and consequently a region where education would naturally be unneeded and unknown.

Even when they realize that year by year irrigation is reclaiming many square miles of the desert state, their tendency is to suppose that the newly opened valleys must be quite without proper educational advantages. This false conception has undoubtedly in the last 10 or 15 years kept many a good family from settling in Nevada.

That this is a false conception may be indicated by the fact that about $1,000,000 is expended annually for the education of the 12,000 children in the state. Not only is that sum available for the schools each year, but it is expended wisely in accordance with the most modern educational principles. The development of the school system in Nevada, in fact, has illustrated the remarkable power of the West to overcome all the obstacles of frontier conditions. The enormous cost of building materials, the difficulty of securing good teachers, the problem of adequate school inspection in widely separated communties, the objections of prejudice, indifference and ignorance—all these had to be met and surmounted.

One of the chief influences on the work of the schools in Nevada has always been the progressive educational work done in the adjacent state of California. Few people outside of the far West realize how close are the two states to one another not only in their geographical positions but in their political and social institutions as well. The excellent schools of California have a distinguished reputation throughout the country. As long ago as 1894 Ambassador James Bryce pointed out that California was one of the foremost states to establish "a judiciously regulated and systematized relation between the public schools and the state university," a relation which has been one of the main factors in the educational progress of the commonwealth. Admitting thus that highly creditable work is being done in the schools on the Pacific coast, few people, however, have comprehended how closely Nevada is following the advances of its neighbor.

For several years now it has been as true of Nevada as of California that the state university has an excellent system of school inspection. Each spring the university has sent out its most competent men to towns, agricultural settlements, and mining camps, no matter how distant; frequent conferences of superintendents and principals have been held in Reno and elsewhere for the arrangement of adequate courses; and annual institutes of all the teachers in the state have been conducted with the cooperation of the university, until now the university knows thoroughly the work that is being done in all of the state supervision districts and is in a position to insure the constant improvement of that work.

More important even than this effective cooperation between the university and the schools has been the new plan of state supervision under which the whole state has been divided into five supervision districts with a deputy superintendent of public instruction assigned to each. The recent biennial report of these deputy superintendents shows that practically every school district has been visited, that many local institutes for the discussion of teaching problems have been held, and that a uniform course of study is now in force throughout the state. This intelligent supervision has resulted to a marked degree in the elimination of extravagance in the purchase of supplies and a remarkable increase in the number of efficient teachers.

The improvement of the grammar schools since the introduction of this new system has been most gratifying to those with children in the grammar grades. More competent teachers have been secured not only from California and other states, but also from the Nevada state normal school at Reno, which has recently strengthened its course greatly; and salaries have been increased and conditions made better so that good teachers have become more satisfied to remain with their schools even in the outlying districts.

In the matter of buildings for the grammar schools parents during the last few years have had still more reason to be gratified. The agricultural town of Elko in the center of the state has recently completed a thoroughly modern six-room building with a large assembly hall, a library, and manual training equipment, all at a cost of about $43,000. In the mining camp of East Ely, in the extreme eastern part of the state, a very pleasant four-room brick schoolhouse has been built lately. A year ago Reno, the metropolis of the state, constructed two new buildings in the modified Spanish style of architecture adopted by many of the schools of California; and this year contracts have been let for two more of these attractive buildings. These, however, are but a very few of the many new structures to be found now in all the reclaimed parts of the "Great American Desert."

Around these new buildings, moreover, as well as around the older ones, the well-kept lawns, trees, and shrubbery make the school grounds quite as refreshing in appearance as the school yards of the East. One of the delightful surprises for the easterner making his first visit in Nevada comes from his realization of the presence of green grass and foliage in spite of the dryness of the climate. In Winnemucca, for instance, the schoolhouse is well shaded by large trees, and in Fallon both schools have planted trees and shrubbery under the direction of a skilful landscape gardener. In fact no effort has been spared to make pleasant the surroundings of the school buildings everywhere and to keep them so. It is hoped that the school houses may soon be real neighborhood centers as they are in many parts of California.

The improvement in instruction and equipment in the high schools has been equally marked. Two years ago a general movement was made toward the establishment of a four-year course in the high schools instead of the three-year course which formerly prevailed. This movement has been so successful that now many of the preparatory schools of the state are fully accredited not only at the University of Nevada, but also at the University of California and other large institutions. Successful as the new course has been, it will probably be revised in the near future in order that it may include more of the work of the true vocational high school.

The teachers which the various counties have been able to secure for their high schools have been for the most part college graduates of ability and experience. The salaries have been liberal enough and the living conditions have been pleasant enough to tempt many enthusiastic teachers trained in the best universities of the country. The University of Nevada, moreover, particularly of late, has placed its best graduates in the high schools of the state. In such towns as Reno, Sparks, Elko, Goldfield and Carson City the preparatory school teachers have shown a high degree of efficiency.

This efficiency, it must be noted, is constantly increasing because of the good high school structures that the various counties are now providing. A large and convenient structure has been arranged to include the county high school in Las Vegas. The citizens of Reno have this year voted a bond issue of $250,000 most of which is to be used for a large new high school building with well-equipped laboratories, an assembly hall, a library, and a gymnasium. This Reno building will undoubtedly be the most complete in the state—until some other enterprising town puts up one even better. Many of the buildings already erected, moreover, are very satisfactory. Those in the mining camps of Tonopah and Goldfield among the sagebrush covered hills of southern Nevada are especially noteworthy, showing what Nevada citizens can do under the most untoward circumstances.

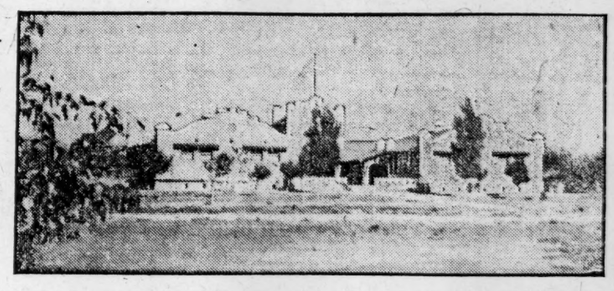
It is this enthusiasm that has made the University of Nevada worthy to receive the graduates of these high schools and able to send them out after four years with as sound a training in the special branches of work that it has undertaken to do as they could gain by going to eastern institutions.

Though the university has good courses in civil, mechanical and electrical engineering, in agriculture and now a newly rearranged elective course in arts and sciences, its chief reputation has come from its school of mines The endeavor of the university has been to make this school of mines in the chief mining state the best in the country A little over three years ago Clarence H. Mackay gave to the university about $150,000 for the mining building with its quadrangle and its statue of John W. Mackay, Mr. Mackay's father, a pioneer of the Comstock district in Virginia City, after whom the school of mines has been named. In addition to that he has furnished a considerable sum of money each year for the maintenance of the school. The equipment of the building is not excelled by that to be found anywhere else in the United States. The school, moreover, being in the heart of the great western mining districts, can give its students many practical advantages not to be had elsewhere.

The faculty of the University of Nevada at present consists of more than 50 professors and instructors, many of them with the Ph. D. degree from such American institutions as Cornell, California, Pennsylvania, Chicago, Johns Hopkins and Harvard, and such German universities as Munich and Gottingen.

It must be clear, therefore, that in reference to education in the grammar and high schools and in the state university Nevada is not behind the other states of the Union.

NEVADA SCHOOL ARCHITECTURE TYPE



McKinley school at Reno—With two just contracted for that city will have four of these buildings

PLAN HUGE DAM AT SAN JUAN, CAL.

NORTH SAN JUAN, Cal.—The largest storage dam in northern California, one which will be capable of holding more than 500,000 inches of water, is to be built by the Northern Water & Power Company in the vicinity of this city, on the Ray, Phelan and adjoining ranches.

The project will require the outlay of hundreds of thousands of dollars and its purpose is to supply the large cities of northern and central California with water and power.

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UNIVERSITY WORK

MADISON, Wis.—Harry L. Russell, dean of the college of agriculture of the University of Wisconsin, is responsible for the statement that if the farmers of Wisconsin tilled their lands as the Hollanders do the state would raise wheat, rye, barley, oats and potatoes to the value of over $100,000,000 instead of $53,000,000 which today represents the average production.

It was for the purpose of increasing the productivity through more intelligent methods that the college of agriculture was established. With nearly 200,000 farmers in the state the field for improvement is practically unlimited and the results of the instruction given by the college and its extension department have proved already to be worth millions to the commonwealth.

Some of the results may be summarized:

There are more Guernsey cows in Waukesha county than on the isle of Guernsey itself.

Lake Mills, a small town, is the greatest Holstein cattle center of the middle West. This community has shipped Holsteins to the value of $175,000 in a single year.

From 1900 to 1910 the number of dairying cows in Wisconsin increased from 998,397 head to 1,471,591 head, or 47.4 per cent increase.

From 1899 to 1909, approximately the same period, the butter products increased from 61,813,502 pounds to 105,307,357 pounds, or 70.4 per cent.

From 1899 to 1909 cheese products increased from 77,748,680 pounds to 145,171,035 pounds, or 86.7 per cent.

This growth of the Wisconsin farmer had its beginning 11 years ago, when there was a scarcity of students in the four-year course of the college, and the professors decided to create a market for agricultural education. They went into the dairying and farming sections and after giving object lessons in the financial value of methodical stock raising and soil culture, advertised a short course of 14 weeks, which the farmer boys might attend during the winter months. These students learned the new methods and applied them at home with such results that sons of neighboring farmers began to flock to Madison. A total of 3574 young men have now taken that course. Ninety per cent of them are engaged in agriculture, 81 per cent on Wisconsin farms.

A 10 days' course for farmers was started in 1904 with 175 enrolled. Last year 1305 men attended the course. It has become a fad for professional men who own land to take a 10 days' vacation and spend it in the college. High-grade seeds, corn, barley and wheat have been distributed by the extension service. A farmer is given a handful of grain. In the course of a few seasons he has enough to plant an 80-acre field. Last year the association had 1500 farmer members. That year they sold over $300,000 of pedigree seed to other states and to foreign countries.

Young people's corn-growing contests were held in 36 counties last year, in connection with county fairs, and 20,000 school children with 6000 exhibits competed for the $2200 prize money.

The northern part of Wisconsin is thinly settled, and to encourage farming the experiment station has developed a strain of corn that will develop in the northern counties. Fruit trees suited to the peninsula on Lake Superior have been perfected and are being extensively planted by settlers.

In the country schools simple textbooks on corn, horses and weeds have been introduced in 25 counties to 2000 schools containing 25,000 pupils.

Experts from the college are constantly touring the state showing the farmers how to apply scientific methods. Five laboratory schools were opened last year, at which for six hours daily 355 men and women received personal laboratory instruction. Farmers' courses at country agricultural schools and other centers—a total of 10—were held, with an enrolment last year of 8500 men and women.

Last winter the college introduced another idea, a woman's school in home economics. It was held in Madison and instruction was given to 84 women in cooking, textiles, sewing and design. This winter it is expected that 250 will attend.

To aid the dairy farmers the college has devised five of the six tests now universally used—the Babcock fat test, the Hart casein test, the Farrington acid test, the Wisconsin curd test and the moisture test for butter. The Babcock fat test, which was invented 21 years ago by Dr. Stephen M. Babcock, assistant director of the agricultural station, has revolutionized dairy farming. Before it was devised no method was known by which the farmer could measure the richness of the milk he sold. It was supposed that 100 pounds of milk from one cow would yield as much butter or cheese as 100 pounds from any other cow. At the factories now the farmers are paid according to the weight of fat they deliver as shown by the test. The cows in a herd are tested and the unprofitable ones are thrown out.

The Babcock test was never patented. Like the other devices, it is the present of the inventor and the college to the dairying industry. In 1909 the college devised a commercial method of making cheddar cheese from pasteurized milk, and last year a commercial method of making buttermilk cheese, a new food product, was perfected. The first round wood silo, now used on thousands of farms, was designed and erected at the Wisconsin experiment station.

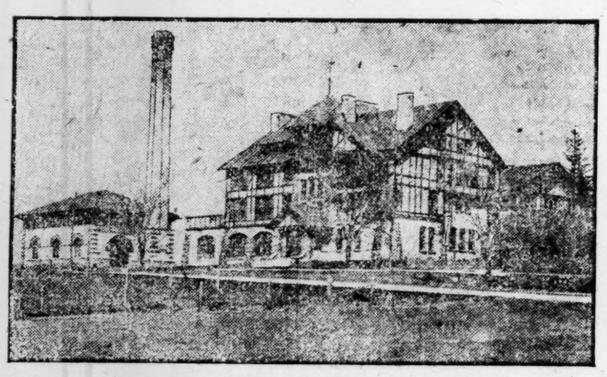
The University of Wisconsin is growing so rapidly that the regents will go before the next Legislature and renew their request for a million-dollar appropriation for halls of residence and commons for the men students.

The university has an ideal location in the Four Lakes' region of Madison. The university grounds, 600 acres, extend for a mile along the shore of Lake Mendota, a sheet of water six miles long and four miles wide. Beyond the city of Madison lies Lake Monona, a mile from the university. The arrangement of the buildings and the topography make the campus one of the most beautiful in the country. University hall crowns the hill. It is flanked by North hall and South hall, the three being the oldest structures of the college. An avenue leads up the hill to the hall. It is lined with the newer buildings. At the base of the hill is the lower campus, containing the library of the State Historical Society and the university, erected at a cost of $750,000. Beyond near the lake are the armory and gymnasium and the boathouse.

On the western slope of University hill are the buildings of the college of agriculture, Observatory hill, upon which stands Washburn observatory, erected in 1878 through a bequest from a former Governor, C. C. Washburn. The campus contains 19 buildings used for purposes of instruction. To the southeast of University hall, a new biology building is being erected.

Fifteen laboratories offer exceptional opportunities to students, while the libraries, five in number, aggregate 420,000 volumes and 208,000 pamphlets.

DAIRY SCHOOL OF STATE OF WISCONSIN



College of agriculture has been leader in increasing dairy output and grain yield

KING APPROVES WATERWAY BOARD

OTTAWA, Ont.—As Canadian representatives on the international waterways commission King George has approved the recommendation of the Canadian government for the selection of Charles A. Magrath of Medicine Hat, T. Chase Cosgrove of Montreal and H. A. Powell of St. John.

Mr. Magrath is a civil engineer and Messrs. Cosgrove and Powell are lawyers. They succeed Sir George Gibbons of London, Aime Geoffrion of Montreal and A. P. Barnhill of St. John, who were appointed just before the Laurier government dissolved Parliament. The new ministry cancelled their commissions. Under the treaty with the United States wide powers are conferred upon the international board.

Mr. Magrath is the probable selection as chairman of the Canadian section. A meeting with the United States representatives wil be arranged at an early date.

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300 Styles Rockers, 2.75 to 75.00

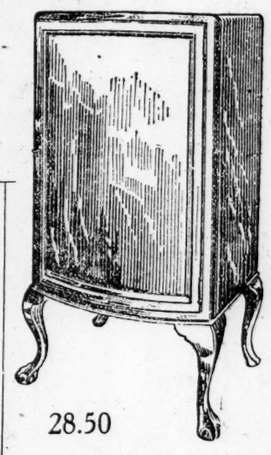
Mission Library Table—Of weathered oak, 24x40-inch top, book shelves, drawer. Price..... 14.00

100 Other Styles of Library Tables, 9.75 to 168.00

Children's Bureaus—Well made, green or weathered, chiffonier to match. Price, each.... 5.50

Foot Rests—Heavy Mission style, leather cushioned. Price 5.50

40 Styles of Foot Rests at 2.00 to 25.00



28.50

Music Cabinet

As illustrated

Made of fine mahogany, with a beautifully veined swell front door. Price. 28.50

45 Styles, 7.50 to 37.50

Music Cabinet— Of mahogany, front 19 inches wide. Priced at..... 7.50

Parlor Table—An artistic design, 24-inch round top. Price 14.00

50 Styles, 3.50 to 50.00

Tea Wagon—Solid Mahogany inlaid, glass tray top. Price..... 32.00

Colonial Work Table—Of solid mahogany, pedestal center, 2 drawers, drop leaves. Price..... 20.00



10.50

Tea Table

As illustrated

Made of excellent solid mahogany, with fine inlaid stripes, round depressed 24 inch. A splendid design in a very practical article... 10.50

20 Patterns, 9.75 to 28.50

Piano Bench—Of solid mahogany, with shaped legs. This is an unusually good value at..... 9.75

Muffin Stand—Made of fine solid mahogany, fitted with three graduated shelves. Priced at..... 8.50

Magazine Stand—Of fumed oak, with four shelves, 13-inch top, 44 inches high..... 6.50

Telephone Stand—Has shelf, swinging arm and strong stool; of fumed or golden oak. Price..... 8.50



10.50

Mahogany Rocker

As illustrated

These splendid rockers are made of solid mahogany frames with panne velour or leather seats. A Christmas gift sure to be appreciated in any home. Price 10.50

Desk Chair— Mahogany back, box construction, shaped wood seat. Priced at only..... 4.00

40 Styles, 3.75 to 20.00

Clothes Poles—Metal pegs, golden oak or mahogany finish..... 2.00

50 Styles, 85c to 16.50

Children's Extension Table—Weathered oak; makes an ideal play table. Price 3.50

Furniture Building—Avon, Bedford and Chauncy Streets

Jordan Marsh Company

GEORGIA NEWSPAPER FILES SOLD FOR $7500 TO CONGRESS LIBRARY

AUGUSTA, Ga.—One of the most valuable old newspaper files in existence—the files of The Augusta Chronicle from its first issue in 1786 up to 1809, with the exception of five years, which were missing, have been sold to the library of Congress. They will be preserved where they can be referred to whenever the occasion arises, for nowhere would they be better cared for, perhaps, than in the library of Congress.

The sale was made by Terence Doonan, of the Harrison Company, of Atlanta, who acquired them from a man who had owned them for upwards of 40 years—an old book man and junk dealer of Macon.

Mr. Doonon bought these files for $1000 and held them for several years until he was able to negotiate a sale to the national library, which paid him $7500 for them. It is said the library of Congress has a rule in accordance with which it pays $1 an issue for desirable old files back of 1800. But in this case an exception was made and for the oldest of the files $5 an issue was paid. The Chronicle was not then, however, a daily paper.

The man from whom Mr. Doonon bought the files, it is said, purchased them from a former editor of the Chronicle, about 40 years ago, for $50.

OTAGO LAND GOOD FOR FRUIT

(Special to the Monitor)

ALEXANDRIA, OTAGO, N. Z.—Never before, in the history of Alexandra, New Zealand, has there been such a genuine demand for land as at present. It is all required for fruit culture, and this industry promises to assume large dimensions in the near future. Areas suitable for fruit cultivation are rapidly changing hands at greatly increased prices and visitors are coming almost daily to the district in search of fruit land.

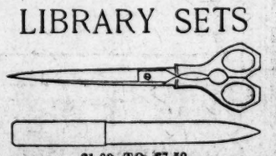
VISIT TO PERSIA TURQUOISE MINE SHOWS PROCESS

The turquoise mines of Persia are situated some hundreds of feet up a low range of hills which are of a magenta hue; and the one visited was entered by a tiny iron grille, says the Wide World Magazine. Once inside the visitors scrambled down over very rough rocks to a lateral gallery, at the end of which, by the uncertain light of earthenware lamps, the quarrying was in full swing. Two gangs, each composed of three or four men, were knocking off pieces of rock and roughly breaking them up. This operation having been completed, boys carried the ore up to the surface.

The fragments were then worked by the feet of gangs of boys, under the charge of two men armed with long switches. After, perhaps, half an hour of this treatment, fresh water was run in and the turquoises were examined. This process is repeated three times and then the turquoises, which are still in the rock, are sorted into sealed bags and sent into Meshed. There consignments are purchased and the stones are ground by professional polishers.

It is only at this stage that the value of the stones can be in any way estimated.

LIBRARY SETS



$1.00 TO $7.50

Comprises Scissors and Paper Cutter in Sheath. Very choice patterns. Also unique styles in Manicure Sets, Scissors Sets, Traveling Sets and many items suitable for CHRISTMAS GIFTS.

EVERYTHING IN GOOD CUTLERY

DAME STODDARD CO.

374 Washington St., opp. Bromfield

To achieve SUCCESS, employ SUCCESSFUL methods. The Automatic Portable PEAT PLANT is a proven success. Bog Examinations and Surveys. Bog-fire damages appraised. Complete Plants for FUEL, FERTILIZER and LITTER designed and erected under guarantee of cost and capacity. L. B. LINCOLN, PEAT ENGINEER, 1003—112 W. Adams St., Chicago.

OHIO RIVER DAMS WELL UNDER WAY

CINCINNATI, O.—In his annual report Col. John L. Vance, president of the Ohio Valley Improvement Association, said that 23 out of 54 dams that will form the nine-foot stage in the Ohio river from Pittsburgh to Cairo have either been completed or are in process of construction; that all the 54 sites have been fixed and 60 per cent of them acquired. About 35 per cent of the whole project is now completed.



250 CARRIAGES UNDER ONE ROOF

And no two alike including Broughams, Victorias, Station Wagons, Beach Wagons, Goddard Buggies, Phaetons, Stanhopes, open Road Wagons, 2 Wheel Governess Carts for Ponies, Meadowbrook Carts. Some have been little used and almost new. The above will be sold at Bargain Prices.

KIMBALL BROS. CO., 112 Sudbury St.

SOUTH AFRICA'S GAIN SLIGHT

(Special to the Monitor)

CAPE TOWN, South Africa—The passengers landed in South Africa during the year 1910 numbered 31,281, and the number embarked 26,913, giving a balance of immigration to the number of 4368, as against 735 in the previous year.

THE SOUPS OF SIMON ALGHIERI Chef

Formerly chef of a cuisine of international fame, my delicacies represent the most elaborate of culinary traditions. They necessarily cost a little more than the products of ordinary trade. Their economy consists of a vast superiority, for I more generously use the finest of materials without the addition of any artificial substance whatever. They keep indefinitely in any climate. Such elaborate cookery is not available, except perhaps at the six or eight really great cuisines of America.

Simply send check for any amount from $3 to $50.00. I will choose from the following, the best your amount permits, unless you have some particular preference as to size or kind. I have ready in one, two and four portion tins the elaborate culinary masterpiece "Creamed Chicken a la King," garnished with mushrooms, truffles, etc., ready to heat and serve on toast or in pattie shells. I make in one, two and four portion tins: Salmis of Goose a la Rothschild, Duckling a la Sultana, Sweetbreads a la Financiere and Pigeon Chasseur. I have ready the following fancy soups in quarts, pints and half pints—Genuine Clear Green Turtle, Green Turtle Thick, Chicken with rice, Chicken Consomme, Chicken Gumbo Okra, Chicken New England style, Mulligatawny, Petit Marmite, Vegetable Thick a la l'anglaise, Scotch Mutton Broth, Consomme, Julienne, Mock Turtle, Oxtail Clear, Oxtail Thick, Bouillon of Beef, Pea and Tomato soups. A Christmas present giving convenience and much pleasure. Address ALGHIERI, Chef, Inc., Cambridge, Mass. Boxed and shipped prepaid. Sold in Boston by S. S. Pierce; New York, Park & Tilford, etc.

NOTICES

COMMONWEALTH OF MASSACHUSETTS, Metropolitan Park Commission, Notice to Contractors. Sealed proposals for grading Quincy Shore Reservation from Atlantic Street to Hancock Street, Quincy, will be received at the office of the Metropolitan Park Commission, 14 Beacon Street, Boston, Mass., until 12 o'clock M. of December 5, 1911, at which time and place the bids will be publicly opened and read. Proposals must be made upon the blank form furnished with the copy of contract and specifications, and each bid must be accompanied by a certified check for the sum of $1000. The estimate of the amount of filling material required is 15,000 cubic yards. Pamphlets containing further information for bidders, form of proposal, contract, specifications, bond, and plan may be obtained at the office of the engineering department, 14 Beacon Street. A deposit of $2 will be required for copies of the above-mentioned pamphlets. The Commission reserves the right to reject any and all proposals or to accept the proposal deemed best for the Commonwealth. WILLIAM B. DE LAS CASAS, EDWIN U. CURTIS, DAVID N. SKILLINGS, ELLERTON P. WHITNEY, EVERETT C. BENTON, Metropolitan Park Commission, JOHN R. RABLIN, Engineer.



The new Gilchrist Building as it will appear when finished.

GILCHRIST CO

Store of New Merchandise

WASHINGTON AND WINTER STREETS

This Building Will Be a Reality Within a Year

ITS completion will mark another long step ahead in the phenomenal growth of the Gilchrist establishment. A growth that is directly due to the broad recognition of the fact that "good quality at its lowest possible price" is the dominating spirit of our merchandising.

Even now, before the New Store is built it is saving you money through the potency of Our Rebuilding Sale prices

The price reductions offered are made imperative because of the fact that we are under contract to turn our Winter street store over to the builders January first and must reduce our stock more than half a million dollars in the 25 selling days that remain.

Pre-Holiday Clearance of Women's and Misses' Suits, Coats and Skirts

Making room for the Holiday Stocks that within a week will crowd apparel out of many second floor sections. This sale comes every year about this time and is more than ever an event full of interest to women, for but 25 days remain before part of our store is given over to the builders. This means

THE BROADEST COLLECTION OF WOMEN'S AND MISSES' SUITS, COATS AND SKIRTS WE'VE EVER SHOWN ARE NOW ON SALE AT SAVINGS THAT AVERAGE NEARLY HALF PRICE.

WOMEN'S AND MISSES' SUITS AND COATS Remarkably Underpriced

Women's $15.00 Suits—45 suits including all colors, broadcloths, cheviots and serges. At..... 12.75

$45.00 Blue Broadcloth Suit—Imported model, only one suit left, size 36. At..... 25.00

Women's $37.50 Chiffon Broadcloth Suits—26 suits, in black, blue, brown and green shades, sizes 34 to 44. At..... 25.00

Women's $25.00 Serge Suits—20 blue or black serge suits, sizes 34 to 44. At..... 18.75

Women's $25.00 to $45.00 Suits—15 suits, including serges, basket weave, fancy striped cheviots and velvets. At..... 15.00

Woman's $60.00 Coronation Broadcloth Suit—With shawl collar, only one suit, size 36. At..... 25.00

Woman's $40.00 Black Broadcloth Suit—New hood-shaped collar, only one suit, size 36. At..... 25.00

$25.00 Semi-Fitting Serge Coats—In black and blue, with storm collar effect, all sizes. At..... 18.75

Women's $23.50 Raincoats—Semi-Fitting style of fine gray or black English cravenette. At..... 18.75

$7.50 Slipon Rubber Coats—In tan, gray or black, guaranteed waterproof, all sizes. At..... 5.00

$5.00 Slipon Rubber Coats—with vulcanized seams, in tan, gray or black, guaranteed waterproof, women and misses's sizes. At..... 3.98

Women's $37.50 Chiffon Broadcloth Coats—14 coats, with newest hood collar effect and fringe and chenille trimmings, all sizes. At..... 25.00

Women's $32.50 Broadcloth Coats—Semi-fitting back, seamless front, in blue or black, sailor collar with velvet and braid trimming; 14 coats left. At..... 25.00

$25.00 Tailor-Made Suits—14 heavy black and white striped tailor-made suits. Skinner satin lined. At 18.75

Misses' $25.00 Heavy Serge Suits—19 heavy serge fancy trimmed fringed suits, newest sailor collar, in black and navy only; sizes 14, 16, 18. At..... 18.75

Misses' $20.00 Suits—Handsome model, in hard finished twilled serge, trimmed with wide silk braid, velvet collar, heavy satin lining; only 18 of these beautiful suits. At..... 15.00

Misses' $28.75 Gray Mixture Suits—In handsome plaid tailored models; only 6 in the lot. At 25.00

Misses' $32.50 Silk Velvet Suits—10 of these suits in black, brown and green; silk braid trimmed. At..... 25.00

Misses' $30.00 Sample Suits—Finest quality chiffon broadcloth and men's-wear serge, in black and navy; only 26 suits, all sizes. At..... 25.00

$28.75 Black Silk Velveteen Suits—Elaborately trimmed with silk braid and chenille fringe; only 23 suits in this lot; sizes 14-16. At..... 18.75

$18.75 Tailored Serge Suits—20 black and navy plain tailored suits; all sizes. At..... 15.00

$18.75 Forstman & Huffman's Chiffon Broadcloth Suits—18 suits in a plain tailored style, Skinner satin lined. At..... 12.75

$15.00 Tailored Lymansville Cheviot Suits—In plain and two-toned color effects, guaranteed Skinner and sus-kana satin lining; only 62 suits in this lot. At..... 7.75

Plush Coats at Economical Prices

Women's and Misses' Baby Lamb Textile Coats—Semi-fitting style, sailor or shawl collar, lined throughout with guaranteed satin, only 22 of these coats. At..... 40.00

Women's Baby Lamb Textile Coats—Deep shawl collar, of a rich lustrous black, 16 coats in this lot. At..... 25.00

36 Silk Plush Coats—In women's and misses' sizes, prices ranging from 15.00 to 25.00

14 Silk Plush Coats—With baby lamb textile trimmings, misses' and women's sizes. At..... 40.00

Women's Silk Seal Plush Coats and Broadcloth Reversible Coats—The newest models. At.. 32.50

Women's Semi-Fitting Plush Coats—Deep shawl collars, lined throughout with Skinner's satin. At..... 37.50

Nine Splendid Skirt Specials

$5.00 Skirts—Of all-wool panama serges and cheviots, black and navy. At..... 3.98

$5.00 Corduroy Skirts—Plain tailored style, fastening on side, in black, brown and navy. At 3.98

$4.00 Panama Skirts—Guaranteed all wool, in black and navy. At..... 2.98

$10.00 Skirts—Finest chiffon panamas and silk and wool poplins. At..... 7.50

$7.50 Skirts—Guaranteed all wool, practically all fabrics, good styles, colors black, brown and navy. At..... 5.00

$25.00 Altman Voile Skirts—Braided model, silk lined, only 4 in lot. At..... 18.75

$18.75 Altman Voile Skirts—Three skirts over silk drops, braided panel front and back, deep plait at side. At..... 15.00

$15.00 Chiffon Broadcloth Skirts—Panel front and back, overcluster of foot plaits, only 10 skirts. At..... 10.00

$12.75 Chiffon Panama Skirts—In full plaited model only, 8 skirts in the lot. At..... 10.00

FURS

$60.00 Marmot Coats—52 inches long. At..... 52.50
$55.00 Russian Pony Coats—Full length. At..... 45.00
$100.00 Nearseal Coats—52 inches long. At..... 75.00
$25.00 Fur Collar Coats—52 inches long. At..... 12.50
$25.00 Black China Wolf Sets. At..... 15.00

$25.00 to $30.00 Black Fox Sets. At..... 20.00
$6.98 Opossum Muffs—Pillow Shape. At..... 3.98
$7.98 Opossum Shawls—To match muffs. At..... 5.50
White Fur Sets—Various styles. From....7.50 to 20.00
Marabout, Skins, Heads, etc., reasonably priced.

Tea Aprons

Round Tea Aprons—With generous tie strings, dainty embroidered styles with plain or scalloped ruffle and pocket. Priced at 17c, 25c, 39c and 50c

Round Tea Aprons—Fine lace and embroidery trimmed, with ruffle and pocket. Priced at 25c, 39c and 50c

Skirt Aprons—Plain lawn. Priced at..... 25c, 50c

Skirt Aprons—Fancy trimmed. Priced at.. 25c 50c

Buy Holiday Umbrellas Now

AND HAVE THE ADVANTAGE OF FULLEST ASSORTMENTS

Women's $1.00 Umbrellas—Fine quality American Taffeta, with a fine assortment of handles, including plain and trimmed mission, silver and fancy horns. At..... 69c

Children's 75c Umbrellas—A fine mercerized cover on strong frames; 18, 22, 24 inch sizes; the handles include a variety of fine fancy effects. At..... 59c

$1.50 Piece Dyed Taffeta Umbrellas—26-inch size, with case to match; the handles are 12-inch mission ebony style. At..... 98c

Men's $1.50 Silk Mixed Taffeta Umbrellas—Full 28-inch size, with self case, handles are selected, plain, boxwood or mission style handles. At..... 1.05

$3.00 Union Silk Umbrellas—With fine selected shape mission ebony handles, full 26-inch, exceptionally fine quality at..... 1.59

$3.00 Silk Mixed Taffeta Umbrellas—With silk case and tassel; the handles are all the 12-inch sterling silver trimmed style. At..... 1.85

Scarfs and Shams

Scarfs and Shams—Cut work and empire designs. Priced at..... 25c

Embroidered Scarfs and Shams—Several designs, scalloped or hemstitched. At..... 49c

Embroidered Table Covers—45 in., lace trimmed. At.... 1.50

Embroidered Table Covers—36 in. size, lace trimmed. At 1.00

REMNANT SALE OF DRESS GOODS, SILKS AND LININGS

2000 Yards of Dress Goods—2000 Yards of Silk and 1000 Yards of Linings
Priced at Savings at from 30% to 50%; Some Marked Less Than Half

Dress Goods Remnants include Wool Serges, Broadcloths, Cashmeres, Fancy Dress Goods, Reversible Coatings, Black Dress Goods, Navy Blue Dress Goods, etc., in good salable lengths.

Silk Remnants include Messalines, Fancy Waistings, Taffetas, Fancy Dress Silks, Foulards, Striped Messalines, etc., in desirable lengths and priced at almost half.

LINING REMNANTS Include Tailors' Satins, Percalines, Satins, Sailor Canvas, Venetian, etc., in all the most wanted colors and black.

LOUISVILLE WATER WORKS DESCRIBED BY CHIEF ENGINEER

Company Incorporated in 1854 Has Been Gradually Acquired by City Until Municipality Is in Control

OHIO RIVER SOURCE

One of the largest municipally owned and operated water plants in the United States is that at Louisville, Ky., and the successful maintenance of this utility by the city makes the following recital of historical and statistical facts of interest to all having to do with city water anywhere. This sketch is from material compiled by the chief engineer and superintendent of the Louisville water works—Theodore A. Leisen.

THE Louisville Water Company was incorporated under an act of Kentucky Legislature in 1854, with a capital of $1,000,000, divided into 10,000 shares of $100 each. From its incipiency it became a quasi municipal corporation through the purchase by the city of Louisville in 1856 of 5500 shares of the capital stock, and in 1859 of 2200 additional shares. In later years the city gradually acquired the remainder of the stock, thereby securing complete ownership of the company. Until March 21, 1906, the city exercised its control through the board of directors appointed by the sinking fund commissioners, but from and after that date, in conformity with an act of the Legislature, the full management and control was vested in the board of public works.

The most important improvements to be completed in 1911 are the concreting of Crescent Hill reservoir; the construction of the intake and screen tower at the river station, and the installation of a steam turbine-driven centrifugal pump to replace the Cornish engines at river station No. 1.

The work on Crescent Hill reservoir is designed to curtail the leakage, improve the results from sedimentation, and facilitate the work of cleaning.

The intake and screen tower, with its connections, will increase the capacity of the conduits leading to both pumping stations, and will provide improved facilities for screening the water before it reaches the pumps.

The new centrifugal pump, with a capacity of 30,000,000 gallons in 24 hours, is intended for a reserve, providing a total pumpage capacity of 70,000,000 gallons daily at the river stations. A new boiler plant, with automatic stoker, induced draft and superheater, is included in this contract.

On the city board of water works today are Charles F. Granger, Charles F. Huhlein, Charles G. Mengel, Davis Brown and W. O. Head, mayor of Louisville. The officers of the company are: President, Charles F. Granger; vice-president, Charles F. Huhlein; secretary, L. R. McCleery; treasurer, Wilson H. Escott; buyer and assistant treasurer, Charles S. Potter; chief assessor and assistant secretary, J. Baxter Kremer; auditor, John S. Morris; chief engineer and superintendent, Theodore A. Leisen; assistant chief engineer and superintendent, Calvin M. Duke.

The first active board of directors, which had charge when the original construction of the water works was inaugurated and completed, consisted of A. Harris, president, and D. S. Benedict, D. L. Beatty, T. C. Coleman, H. T. Curd, A. C. Badger, and William Inman.

In 1856 the actual construction of the water works was commenced, and in October, 1860, water was first delivered by the present Cornish pumping engines at river pumping station No. 1 into the reservoir occupying the site on the hill at the rear of the old Country Club building, and from there distributed to the city through the 26 miles of mains constituting the initial distribution system. The following is a summary of the cost of the original works:

Real estate	$44,928.65
River work	26,648.20
Pumping station and chimneys	102,590.38
Pumping engines	117,753.64
Stand-pipe	37,286.68
Coal houses	5,684.01
Reservoir	74,535.37
Pipe system	317,624.50
Improvements to grounds	52,552.34
Contingent expenses	55,850.90
Total	$829,455.81

The original plant, including the pumping station and equipment, the old reservoir, and the pipe system, was designed by Theodore R. Scowden, assisted by Charles Hermany. Mr. Scowden resigned on Jan. 1, 1861, and was succeeded by Mr. Hermany, who retained the position of chief engineer until January, 1908.

Probably no community ever started out with a better initial equipment for its water works than Louisville, a fact which can be readily appreciated when it is realized that the pumping machinery installed 50 years ago was maintained in active daily operation until 1909, and is today capable of being utilized should occasion require. This original pumping plant, which was built by Roach & Long, of Louisville, consisted of two Cornish engines, having a combined capacity of 12,000,000 gallons in 24 hours, and for over 30 years these pumps continued almost uninterruptedly to furnish a water supply ample for the constantly increasing demands of the city.

During 1896 and 1897 a series of experiments was conducted with a view to filtering the city's water supply, the result of which was the design of the present filtration plant. This investigation was one of the pioneer movements along the line of water purification for a municipal supply on an extended scale and the results of these experiments and the data secured thereby, have been far-reaching in the promulgation of a broader and more exact knowledge of the subject of filtration.

In 1898 the first step in actual construction of the filter was taken, through the letting of the contract for the clear water basin and filter house. The work under this contract was not completed until 1902, and the construction of the coagulant house and filter tanks was finished shortly thereafter.

The clear water basin is a covered concrete reservoir 392x460 feet and 22 feet deep. This basin covers an area of 180,000 square feet, and has a capacity of 25,000,000 gallons. The filter house is located over the easterly end of the clear water basin, and is of ample size to accommodate the construction of another set of filter beds of the same capacity as the present filter.

The water supply for Louisville is taken from the Ohio river through a steel-lined conduit to station No. 1, and two submerged iron pipes, each 36 inches in diameter, to station No. 2, the outer ends of which are protected by a timber crib built about 100 feet from the southerly shore line. Through these the water is conducted to the pump wells of the pumping stations, whence it is forced by the large pumping engines up to Crescent Hill reservoir through four cast-iron pump mains, two 30 inches and two 36 inches in diameter and about two miles long. The level of the water in the reservoir when full is 175 feet above low water in the river, but the frictional resistance to the flow of the water through the long mains raises the pressure against the pumps to a dynamic head equivalent to about 190 feet.

From Crescent Hill reservoir, where the muddy water has an average of three days' sedimentation, it flows into the new coagulating basin, directly across the road, where the coagulant in the form of aluminum sulphate solution is introduced, through which medium the greater portion of sediment and other impurities remaining in the water are precipitated, and the partially clarified water is then conducted to the sand filter beds, where all remaining foreign matter is filtered out and the pure effluent run off into the clear water reservoir, ready for distribution through the mains.

The results obtained through the operation of the filter have been satisfactory in every particular. The turbidity of the Ohio river water, which is sometimes as high as 5000 parts per million, has been uniformly reduced to zero, or absolute clarification. The total hardness of the water has not increased, and there is not the slightest perceptible evidence of any alum remaining in the filtered water.

A better comprehension of the work done by the reservoirs and filter is conveyed by the statement that over 7000 tons of mud is removed annually from the water supplied to the city, equivalent to about 20 wagon loads daily. In this process of removal Crescent Hill reservoir takes out about 42 per cent, the coagulating basin 46 per cent and the filter proper the remaining 12 per cent. When the improvements now being made to Crescent Hill reservoir are completed, the results obtained by sedimentation alone will probably exceed 50 per cent.

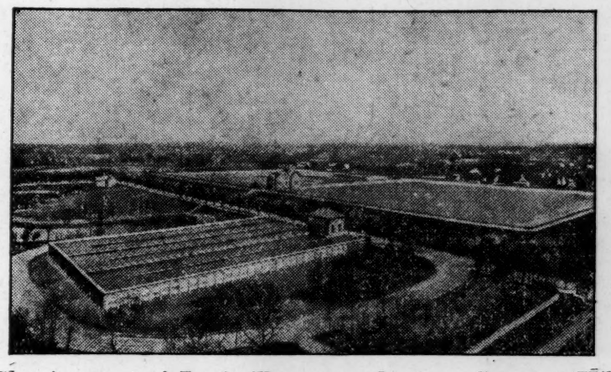
The present equipment of river station No. 2 has a pumping capacity of 40,000,000 gallons per day, and when the proposed improvements at river station No. 1 are completed and the new centrifugal pump installed, there will be a further reserve of 30,000,000 gallons, or a total available pumpage capacity of 70,000,000 gallons a day, equivalent to three times the average need of the city.

At the Crescent Hill pumping station there are three pumps, each capable of delivering 24,000,000 gallons of water in 24 hours, or a combined daily capacity of 72,000,000 gallons.

The filter plant has a total filtering capacity of 36,000,000 gallons a day, but should not be relied on to furnish more than 30,000,000 gallons, leaving one bed always in reserve.

The water storage facilities consist of Crescent Hill reservoir, with an area of 752,000 square feet (17 acres) and having a capacity of 100,000,000 gallons, and the clear water reservoir, with a capacity of 25,000,000 gallons.

COAGULATING BASIN AND RESERVOIR



Showing part of Louisville water plant on Crescent Hill, where main supply is stored

BAILEY'S RUBBER STORE,

22 BOYLSTON STREET
BOSTON, MASS.

Lightweight Rubber Slip Ons

Our rubber coats are of the very best quality in black, tan or gray and we sell them at very low prices. None better at any price.

Ladies' Coats, formerly 7.50, now.....5.00
Men's Coats, formerly 6.00, now.....4.00
Boys' Coats, tan only, formerly 5.00, now 4.00

Featherweight Mackintoshes

Our double texture bombazine coat for ladies is light in weight, guaranteed waterproof and fast color. The colors are black, navy blue, tan and olive. These are box coats cut on mannish lines and button to the neck. Easily worth 15.00. Our price..... 12.00

Double Texture Canton Cloth

Fine light weight coats in a variety of colors, made in mannish styles for either men or women. We guarantee every coat at only..... 15.00

English Gabardines

For those who object to rubber we sell an English Gabardine coat made from fine imported all wool Gabardine cloth in a variety of colors and styles for men or women. Prices from .....15.00 to 35.00

Auto Coats

These are made from fine heavy all wool materials without any rubber but waterproofed by the cravenette process. Prices from ..... 18.00 to 35.00

Men's Driving Coats

We have a heavy all wool, double breasted coat in dark gray, lined with mackintosh cloth, making it impervious to wind or water, which we believe to be the most satisfactory driving coat to be had. Price only..... 20.00

Boys' Rubber Coats

4 to 16 year.....2.75 and 3.50
Rubber Hats, sou'wester style.....75c

We deliver goods carriage paid anywhere in the U. S. or Canada. Mail orders filled. Catalogue free.
Rubber goods repaired.

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Artistic Wall Decorations
711 North Broad Street
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FOREIGN AND DOMESTIC PAPERS
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EDITOR SEES PROGRESS IN OREGON

By Lute Pease, Editor of the Pacific Monhtly

IN OREGON the year has been bright with events and activities making for progress. The worth-while things fairly come tumbling over one another to be set down and the rest—the unworthy doings, the meaningless excitements, the fuss of fads, fever of politics and flurries of business—fade out as one studies the last 12 months and notes how clearly an advance has been marked. I will not attempt to rank the subjects in any order of importance, but will take them as they come to mind.

At the Oregon penitentiary the dark dungeon, whipping, the lockstep and the striped suit belong to yesterday. Following the excellent reforms inaugurated by Governor (now Senator) Chamberlain, Gov. Oswald West has proved the value of his "honor system" in the management of convicts. The Governor does not regard the prisoners as "convicts," but rather as men that have erred, even as you and I might have erred. He is with the other modern prison reformers in insisting that the penitentiary should not be so much an institution for punishment as for reform; that civilization has been exceedingly stupid in its long-continued habit of fostering the production of hardened criminals through the old penitentiary system.

But the Governor has gone a step farther than others, I believe. He practically makes a bargain with the convict: "I will let you out of prison and put you to work nearby in the open air and sunshine, if you will give me your word not to run away. I will see that you are paid enough to give you a little start when you leave the penitentiary, and when time shows that you deserve it you will win a parole." Despite the misrepresentations of political enemies, and the trepidation of those who cannot believe that old methods should be changed, the West plan, during the last year, has proved a remarkable success. There have been fewer escapes than under the old system, although the measure of value is not in escape statistics, but in the numbers of men that are reformed. The plan is said to be working wonders in this direction.

Education Goes Forward

A notable event of the year was the opening of Reed College at Portland. Endowed at the start with $3,000,000 from the Simeon G. Reed estate; having secured a splendid location, an exceedingly progressive and able young president (Dr. William T. Foster), a carefully selected and enthusiastic faculty, and cherishing an avowed and well-defined purpose to avoid the faults and time-honored stupidities which are the reproach of colleges in general, this new institution bids fair to become one of the greatest in the land.

The study of the economy of land-use has received great impetus during the year. Oregon is alive to the importance and dignity of farming. The pastoral era of land-use is now disappearing, except in remote corners of the state, giving place to the grain-raising stage; and where grain raising has long been the main industry, that in turn is giving way to the final condition—intensive agriculture and horticulture. The ranges are gaining grain fields, but losing their vast flocks of sheep and herds of cattle, but the small farmer is learning how to increase his income by raising a few choice sheep and blooded cattle which in the aggregate will soon compensate for the losses from the ranges.

This condition, brought about by the state's rapid increase in population (some 50,000 colonists are said to have arrived this year), and the recent extensive railroad development have stimulated the demand for agricultural education. Attendance at the State Agricultural College at Corvallis, one of the best in the country, has nearly doubled. "Farm trains," or "The Agricultural College on Wheels," are more popular than ever, whole districts often flocking to the stations when such trains arrive.

But the most important movement of the year in this connection followed upon the organization last spring of the Central Oregon Development League. This body is affiliated with a state league of the same character, and through the latter with similar organizations and commercial bodies of neighboring states, and is the latest addition to that vast and well-organized "get-together" movement for the general betterment of the Pacific Coast. The Central Oregon League, covering the great semi-arid region, about 200 miles square, which yesterday was devoted almost exclusively to stockraising, has already established two experiment farms, one for irrigation and the other for dry-farming, the league's plan being to "spread out" the agricultural college, to make it more than ever a school for the production of expert farm instructors, and to bring it eventually into every county through the establishment of one or more test farms in each county, backed by the county with aid from the state and federal government.

Turning to the state's public schools: Two laws were passed by the last Legislature which have done much to raise the standard of the teaching profession. All teachers' certificates are now issued by the state department of education; normal school graduates receive certificates entitling them to teach in the one-year, two-year and three-year high schools of the state, while college and university graduates may teach in any of the high schools. State supervision of common schools is provided for; men of high standing have been appointed on the education boards of the counties, and encouraging results are reported from all over the state. In these same common schools is a rapidly-growing movement to include the study of agriculture. Contests in soil culture, stock raising, poultry raising, and so on, lately have been included in the program of many of the country schools.

Railroad Development

James J. Hill drove the golden spike at Bend, Oct. 5, signalizing the completition of the Hill and Southern Pacific joint line into central Oregon, so long known as the largest railroadless area in the United States. All central Oregon united in celebrating the event. Men and women who had spent years "waiting for the railroad" came hundreds of miles to see the first train. The two railroads have shown their faith in the resources of the vast interior by spending $23,000,000 on the road up the Deschutes canyon.

In western Oregon the line connecting Portland with the coast at Tillamook has just been completed, opening up a vast and valuable timber and dairying region. The announcement of another line from Eugene in the upper Willamette valley to Coos bay, 120 miles, has lately been made, which will open up still more timber and dairying country and will also provide an outlet from south central Oregon to a harbor on the Pacific coast. Electric lines are extending through the Willamette valley and from Portland eastward into the Cascade, bringing a constantly growing area of fine farming country within reach of the Portland market.

The good roads movement in the state has just received new impetus from the successful launching of the Pacific highway project. The plan of the enthusiasts is to establish a highway that shall some day run from the Panama canal to the Arctic circle. Through Oregon and Washington the route has been marked recently by guide posts, and by another summer the marking through California will complete the route between the northern and southern borders of this nation. The movement is proving a stimulus to highway improvement, by encouraging competition between counties as to which shall offer the best stretch on the main road or for most desirable side trips.

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MONTANA BECOMING FARMING STATE WITH IRRIGATION AS HELPER

Formerly Known for Its Mining and Stock Raising, Commonwealth Now Gaining Place Agriculturally

RECLAMATION WORK

GREAT FALLS, Mont.—As Montana has been known in the past almost wholly as a mining and stock raising state, it may be well preliminarily to call attention to the fact that it has approximately 50,000,000 acres of arable land, all of which, with small exception, up to two years ago, was public domain; but since that time there has been a great influx of farm population and today the public lands available for homestead location, aside from the purchase of relinquishments, that may be secured are back a considerable distance form our present railroad systems.

Aside from a number of mountain valleys, this farming area can be generally defined as lying south of the international boundary and extending east of the main range of the Rockies approximately 450 miles, and south to the Belt mountains, which branch from the main range and run eastward a distance of 200 miles. This area is more extensive than many of the larger states, but is only a portion of the state of Montana.

While the plateau country up to two years ago had been a range section, here and there for years there has been a genuine farmer and these years ago proved the extreme fertility of the plateau soils and the profit to be made from farming in Montana. For the last 10 years the government gives the following averages of yields for this state: Oats, 49 bushels; wheat, 26.7; barley, 40; rye, 24; flax, 14; all of these averages running higher than those of other agricultural states.

Montana's hard wheat took the sweepstakes prize at the Omaha land show, competing with all the other states, and its oats were ruled out of the competition because the sample weighed 56 pounds to the bushel. Montana's barley is noted for its exceptional excellence. These facts are given owing to the general impression that Montana is not in any way an agricultural state, and the assertions may be further supported by the fact that the state will this year produce not less than 25,000,000 bushels of hard wheat, other crops in the usual ratio with the exception of flax, which will be from 4,500,000 to 5,000,000 bushels.

These agricultural statements do not distinguish between irrigated and unirrigated plateau farm productions. In the vicinity of Great Falls there are now approximately 200,000 acres under irrigation and over 350,000 acres yet to be artificially watered. In the extreme northern part of the state there are two federal irrigation projects known as the St. Marys canal and the Milk river projects, that cover about 450,000 acres.

The largest single irrigation project now under course of construction is the federal Sun river project lying west and north of this city and embracing 316,000 acres to be initially reclaimed, with 200,000 acres more after the first area has been irrigated a sufficient length of time to require a smaller amount of water. Of this project 16,000 acres, known as the Ft. Shaw unit, and lying along the Sun river 20 miles west of this city, has been completed and is now all settled and extensively cultivated. Water for the irrigation of the remaining 300,000 acres will be secured by the construction of two dams that will form great reservoirs with large mountain water catchments.

The dam for the Willow creek reservoir, a large structure of earth and rock work, is about completed and the government is now arranging contracts for the construction of the Sun river tunnel and dam. The lands to be irrigated by this system lie entirely east of the main range of the Rockies, are entirely devoid of trees or sage brush, and are mostly level plateau areas which are locally known as benches. The land has a good slope for irrigation, generally lying so that very little if any grading is necessary to prepare it for receiving water.

The general character of the soil is a sandy loam, some parts of it with a clay subsoil, others with a glacial gravel, which is exceptionally well adapted for alfalfa raising. The natural sod has a gramma and buffalo grass intermingled with the wheat grass, locally known as blue joint. These are the grasses which have caused Montana cattle to bring higher prices on the Chicago market than the corn fed beef of the middle West states. The reason that these lands yield more prolifically than the lands of the humid East is the fact of the large proportion of mineral constituents in the soil and that the soil is not continually leached with excessive rains.

The climatic conditions of the part of country described are usually congenial and are considered ideal for irrigated farming. In this latitude the days are exceptionally long during the summer, in June it being ordinarily possible to read a newspaper by natural light after 9 o'clock in the evening and at that period the dawn of day is about 2 oclock in the morning. This very materially lengthens the growing season, although this period is actually confined perhaps to fewer calendar weeks than in some other agricultural sections of the country.

During the growing season there are an exceptional number of sunshiny days and this fact is especially advantageous in the production of sugar beets, which require sunshine to increase their saccharine content. The harvest time is the dry season, permitting the garnering of all crops under the most favorable condition. The winter period is not tedious, as the season is frequently broken by the warm and balmy Chinook wind that gives the country with its every coming the temperature of spring.

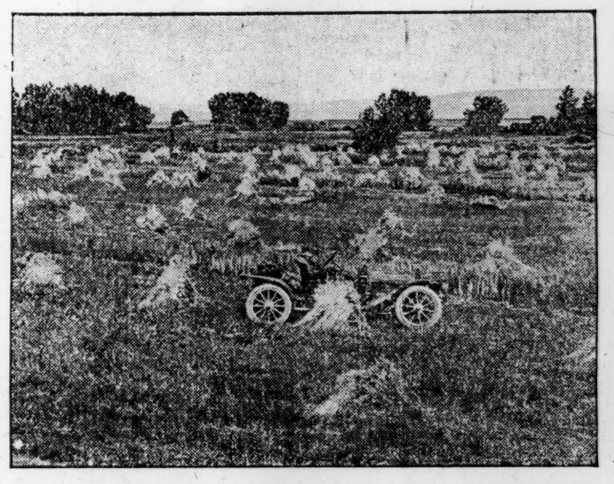
The crops best adapted to the lands of this irrigated project are hard wheat, oats, barley, potatoes, field beans, onions, flax, which grows wild in this state, buckwheat, fodder corn and sugar beets.

The watering of this tract of land will provide farm homes for some 3000 families, representing a farm population of about 15,000 people and added to this, with the usual cultivation of such areas, there will be a village population of about 8000, making the total population that will be directly supported by these farm lands of about 23,000 people. If the average output of the farm is $2000 the gross output of this irrigated tract alone will be $6,000,000 a year, and the output will as well provide an immense amount of raw material that will have to be put into the finished product by industrial institutions in the neighboring villages or at Great Falls, which will be the chief market point of this section.

About one half of the 300,000 acres to be irrigated has been appropriated and the balance of the lands would have all been taken up long ago but for the fact that the government in June a year ago, withdrew the lands from location, promising to reopen them to filings as soon as the homestead units could be determined.

The St. Mary's project, embracing about 250,000 acres, will be watered from the St. Marys lakes that lie close to the summit of the Rockies. A dam will be constructed at the lower end of the lower lake and the irrigation water conducted down the river and northward in a canal constructed in the bench side to a point where the water will be diverted through a long tunnel to the south branch of the Milk river and to the Marias, lying further south. The Milk river project lies south of the international boundary and east of the lands just described and the water will be taken from the chain of lakes that are supplied by the Milk river, which flows north into Canada and then bends south into the United States. One unit of this project comprising 15,000 acres has been water and is all settled.

SCENE ON MONTANA IRRIGATED FARM

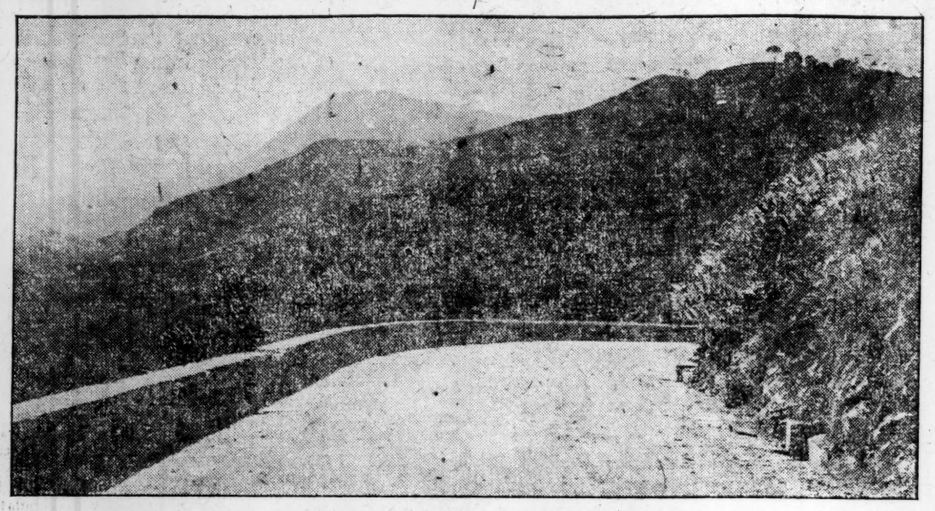


Government is now completing large reservoir projects which will water ma ny thousands of acres

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Cuba Is Overcoming Obstacles



One of the roads built by the Cuban government—Much of the national debt represents expenditures for good highways throughout the island

IN ORDER to discuss Cuban conditions fairly and justly, it is necessary to remember that she is entitled to be judged in comparison with the countries south, instead of those north of her. Newspapers in the United States are harsh in their treatment of Cuba because they use the best in their own country as a standard of comparison. Furthermore they judge the whole people by what the so-called leaders do, when it should be remembered that professional politicians are not always the best people of the land.

It takes a country a long time to recover from the effects of a war, and especially if the war has been an internal one. Here a great many of the "heroes," who have fought for their country did not do so out of sheer patriotism; they had nothing to lose and everything to gain. Many of them gained the titles of captain, colonel, major or general, and for their valorous deeds they are now entitled to a public office. That of course is all right, judged in comparison with many European countries, where military titles and public offices go together, but it will be difficult for any President or any party in power here to give the country an honest, efficient government, as long as they have to provide public jobs for all the officers and most of the men who fought in the war of independence. Knowing that the conditions are such, we must judge the political situation accordingly, and if we also keep those conditions in mind when we judge the industrial and agricultural conditions, we will find the progress much greater.

The financial standing of Cuba is unquestionably good. The total external indebtedness is $51,500,000 which is being paid off at the rate of more than 1,000,000 a year. This money has not been used for wars, but for actual improvements in the island. Whether it has been honestly spent is a question we cannot deal with here, but as said before the critic will have to take Cuba as she is, and remember what she has to contend with.

Public improvements of considerable magnitude were started under the last intervention by the United States, and the roads built at that time would undoubtedly be considered a good investment by any country. A great deal of work in other lines was also planned at that time, and is being carried out now. Chief among which is the herculean task of installing a modern sewerage and water system in Havana. This work, which is more than half finished, has been especially difficult on account of removed, and undoubtedly the method in which it is being done is very instructive to engineers all over the world. It seems well established now that it will be impossible to decide exactly what caused the explosion, but the United States will have performed her duty and paid the bill and, last if not least, have satisfied the public.

In writing about Cuba it seems natural to start with Havana, but there are other important cities. Cienfuegos (hundred fires) on the south side of the island is not as hot as the name implies, and it is a very progressive city. Sewer, water and harbor improvement works have been going on there for some time, the former being finished now, and other new work started. A new electric railroad and power company is building a dam 75 feet high, 1000 feet long, and 50 feet wide at the base, which will impound enough water in the mountains to develop 30,000 horsepower. This will be used for a railroad, for lighting the towns and cities, and for power in near-by sugar mills.

Santiago Having Boom

Santiago on the eastern end of the island has always been of great commercial importance, and the Panama canal is giving the city an additional boom. There are, however, other places headquarters of the Cuba railroad. It is now one of the busy places of the island with its railroad shops and its importance of being the capital of the province.

The province of Santa Clara and Matanzas are among the choicest agricultural sections of the island. It is here in the middle of the island, that are found the most sugar cane plantations, the most sugar mills and even a sugar refinery located at Cardenas. Both Cardenas and Matanzas have good harbors and with improvements planned under the port improvement law there will be nothing to hinder the largest ocean steamers landing freight at the docks. This is of considerable importance, as it will greatly lessen the cost of handling imports, as well as the enormous amounts of sugar exported. Cuba's sugar export will soon reach 2,000,000 tons, which is "a heap of sweetening" as a colored man said when a large molasses reservoir broke in New Orleans recently.

Agriculturally speaking, sugar is king in Cuba, but unfortunately it is not so in the same sense as cotton is king in Georgia or corn in Illinois. Sugar cane is a large planters crop under present conditions. There is no reason why it should not be cultivated in 20 to 50 acre fields, and undoubtedly it will be when Cuba becomes better settled. The Spanish, the capital comes chiefly from other countries, and the United States furnishes a considerable amount of it. About $200,000,000, not counting the property of small settlers, seems to be a conservative estimate for United States capital. The railroads were built by and are largely operated on British and Canadian money.



Seadrive and bandstand at entrance to harbor of Havana, Cuba, with Morro Castle frowning down from the opposite side

the narrow streets and the rocky subsoil. Practically every foot of material removed has to be blasted, and it can readily be understood how difficult that is in a street but 15 feet wide. While the streets are being repaired, it is no easy task to keep Havana up to the mark of being the cleanest city in the world; but ordinarily the city is as clean now as it used to be unclean under the Spanish regime.

Harbor Improvement

The harbor of Havana is now being improved in an up-to-date manner. Several new docks are under construction, and several dredges are at work, deepening out the water in places and filling up mud flats in other places. What that really means, it is difficult for people in the United States to realize. It is not the work itself that is remarkable, but it is the fact that it has been started. There are numerous private interests in Spanish-American countries that will spend money and influence to combat such improvements, and this place is no exception; but the mere fact that progress is so far advanced, and advancing so fast, shows clearly what the Cuban people have gained by their association with their progressive neighbors of the north.

To write about the harbor of Havana without mentioning the Maine would probably be to ignore a topic that is uppermost in Cuba. It is certainly of great importance from the standpoint of harbor improvement to have the wreck catering to the world's trade, and the new town of Antilla, situated on Nipe bay, has a good show of getting more than a step-brother's share. This bay of Nipe is situated on the north coast, almost opposite Santiago on the south coast. It is one of the outlets for the Cuba railroad and that company is building large docks at Antilla, making a channel for the largest ocean vessels to land and altogether making such improvements as will stand comparison with any modern harbor. Around and close to Nipe bay are some of the largest sugar mills in Cuba, and that whole section of the country is developing fast.

Guantanamo, with its naval station, where the Atlantic fleet of the United States spends most of the winter, is of no great commercial importance at the present time, but the agricultural activities displayed along the 50 miles of railroad, connecting the bay with the main line, indicate a bright future.

The old city of Camaguey or Puerto Principe, as its name used to be, would seem to have had no excuse either for its name or for its existence in olden time. It could certainly by no stretch of the imagination be called a port. It is situated in the center of the island and the immediately surrounding country being some of the most barren in the island, would seem to have been no place for a city when railroads were unknown. It is there, however, and Sir William Van Horne gave it more than an excuse for remaining when he made it the great need of the island at this time is immigration, that is immigrants of the right kind, people from the United States, Canada, or northern or middle Europe.

The immigrants coming in at the present time are mostly from Spain, and they usually come to stay for a short time only. The majority of them are single and they feel no interest in the country beyond what they can get out of it themselves. Furthermore the young Spaniard prefers a mercantile occupation to farm work. He prefers to live in the city instead of the country, and he wants to congregate with his kind. This desire for sociableness has fostered a club life, the like of which can probably not be found in any other country. In most of the cities and larger towns the best looking and best equipped building, usually located near the center of the town, is the Spanish Club. It may be called the Centro Gallego, Centro Asturiano, Centro Euskaro or a similar name, according to the province in Spain from which most of the members come, but it is sure to be a strong organization because it offers a place of recreation for large numbers of Spanish men, who have no homes of their own. The organizations are always for social and mutual benefit, and one in Havana, the Centro Dependientes (clerks club), has a membership of 35,000, counting a large number of members among other nationalities besides Spanish.

While the labor in Cuba is largely

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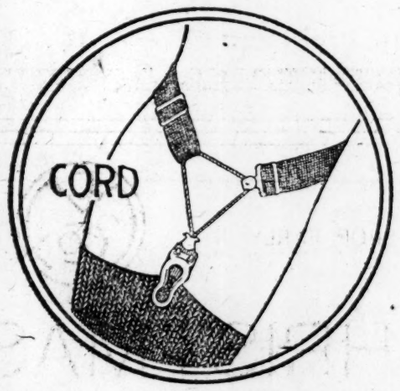
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"For thirty years the standard, from first to last the best"—that is the story of **Boston Garter** in a nutshell.

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Both types sold by dealers everywhere.

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Sample pair postpaid on receipt of price.

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"Honey, are you there?"

And a strange masculine voice replied: "Madam, this is not a bee-hive; it's a bathroom."

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He may read other papers and magazines, but nothing comes so near to him as Farm and Fireside, because he finds in it what he needs most. Other publications are to him a luxury. Farm and Fireside is a necessity.

FARM AND FIRESIDE
THE NATIONAL FARM PAPER
New York Springfield, Ohio Chicago
88

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TIED=ON A Tale of Emancipation

Written by EDWARD J. WESSELS, NEW YORK

CHAPTER I

ONCE upon a time in Manhattan there was a man who used his eyes. He noticed the trouble women had with shirt-waists and their embarrassment on finding that undergarments were exposed.

Hooks and eyes would pull off. Pins bent, slipped and were lost. Catches broke. This usually happened in public places, on the street, or in the cars.

The innocent wearers did not realize that anything had gone "adrift." Sometimes a passer-by extended "first aid to the mortified." But, more often, the wearers failed to discover the exposures until they reached home.



No. 456
Made in beautiful Stripe Silk two tone effects, also small checks. Colors to match any suit. Straps of same Silk, also black or colored Taffeta, Messaline and Crepe de Chine. Retailed at $5.75 to $7.50.

It mattered not how the waists differed in styles, their wearers often were helpless. Not being giraffes, they could neither contort their necks, nor inspect their backs. Other people saw, then smiled.

This Manhattanite noticed that his wife had to summon a maid, or invoke his services, when she had to dress in haste. Her deft fingers could not reach all of the buttons which ran from neck to waist-line. He felt that, if his clever wife could not button her waist unaided, other women could not button theirs.

He was a practical waist-designer and a manufacturer of women's garments. Of course he was chagrined over the inability of manufacturers to design an improved shirt-waist, free from all limitations.

So he thought, studied, dreamed and experimented to find a trouble-proof, time-saving waist. After many months this genius had an inspiration and made one fairly good pattern. Edison defined genius as "two per cent. inspiration and ninety-eight per cent. perspiration." Had the inventor-scientist stood in this man's designing-room last July, he would have realized the accuracy of his percentages.

If you had seen that first pattern, you might have thought it less promising than the first talking-machine. You know, that did not "talk" but squealed, "Good-morning." Nor did this first blouse pattern work any better.

But the genius kept right on. He cut pattern after pattern and discarded them all. There was always something "not quite right." That "something" spoiled other features which were exactly right. Finally he cut a master-pattern which was all that he had sought. Blouses made therefrom needed no alterations. His quest was over. He had solved the problem! The Blouse which was to emancipate women was born!

CHAPTER II

Although he invented this Blouse, a woman of excellent judgment gave it the name of "Tie-on." It is called a Blouse, to differentiate it from the conventional shirt-waist. You really need to know about the Tie-on Blouse for it is destined to form a part of every well-dressed woman's wardrobe.



Fig. 1
(See Chapter VI.)

In announcements over their own signatures, John Wanamaker, New York, and Wanamaker's, Philadelphia—than whom there is no higher authority—called this man "the best maker of waists in America."

In their Fall and Winter Catalogs just issued, these leading establishments inserted a special two-page insert which deals wholly with Tie-on Blouses. No amount of money could have bought this unusual distinction!



Fig. 2
(See Chapter VI.)



Fig. 3
(See Chapter VI.)



Fig. 4
(See Chapter VII.)

Before mailing these hundreds of thousands of inserts, they very carefully investigated the Tie-on. Like the man from Missouri, they demanded to be "shown." And this genius showed them, as he has since shown many others.

When the Wanamaker establishments had been satisfied, they applied for (and obtained) the exclusive selling privileges for Department Stores in New York and in Philadelphia. That they applied for the sole agency, is of itself the hall-mark of sterling worth. You will be interested to read these endorsements taken from their catalogs:

"This waist fits any figure perfectly."
"It can be put on and adjusted in less than a minute."
"The smartest, dressiest waist on sale today."
"Will give great service and satisfaction."
"It is a thoroughly practical solution of a difficult problem—the designing of a waist to fit everyone."
"Whether your shoulders are normal, square, or more sloping than normal, the Tie-on will fit you."
"If you are one of those 'difficult to fit' people, you will especially welcome the Tie-on Blouse."
"There is nothing cheap or shoddy in its make-up."
"It is not a fad or a freak."
"It can be adjusted in one minute and will save many embarrassing moments, should the morning caller find you unprepared."

Do you wonder that Wanamaker's announced, in bold type, "You need never again wear an ill-fitting waist," and that they said, "Our judgment is that this Tie-on Blouse is the most sensible invention in women's clothing seen in many a day and we predict for it great popularity?"



No. 123
Extra fine quality Peau de Cygne Stripe Silks, revers of same material or trimmed with black Satin. Retailed at $6.75, $7.50. Reversible Silks. Retailed at $9.75, black or colored.

CHAPTER III

Directly the Tie-on was announced, orders poured in. They required several months to fill, as the Wanamaker contract had the right of way. Tie-ons could not be made hurriedly.

Those who saw (or wore) them realized that Women's Emancipation Day had dawned. Expert judges conceded that no longer would women be unable to help themselves when donning waists.

Lately the factory was greatly enlarged and, with increased facilities, the hour has struck for extending the benefits of the Tie-on Blouse to the women and children of America! Farmers' wives and daughters, women obliged to make their own clothes, and those remote from dressmakers, will find the Tie-on Blouse the very garment they have hoped for so long.

You did not know that such a blessing could be had? Neither did thousands of women, until recently. They now know by actual demonstration and could not be induced to part with this emancipator.

Let us suppose that you had in your hands, this minute, a stylish Blouse, which dispensed entirely with hooks and eyes, buttons and buttonholes, pins and catches. Suppose it would never provoke or exasperate you; that it would not go back on you as you hastened to catch a train or keep an appointment. For what price would you part with it, if you could not get another?

CHAPTER IV

Will the Tie-on Blouse vanish, like fads? Authoritative exponents of fashions emphatically said "No. Regardless of how styles may change, Tie-ons will always be worn and a woman who wears one will never be satisfied unless she has several more to wear the whole year thro."

That seems reasonable. Otherwise some unscrupulous dealers would not have palmed off imitations on innocent customers. These men were well aware that the Tie-on Blouse is patented and that they were doing wrong in offering counterfeits.

You know it is very difficult to procure Letters Patent for a garment. Any article of "wearing apparel" must possess novelty and unusual merit, else an application for a patent will be denied.

The United States Patent Office issued Letters Patent for the Tie-on Blouse, on the ground that it was "original, novel and meritorious." Rhinestones are not imitated. Diamonds are. Copper coins are seldom counterfeited. It is the base double-eagle, or sovereign, that keeps secret service agents alert.

Tie-on infringers have been stopped by law. Some are settling for damages. Others will have to settle. Your safety lies in insisting upon the genuine Tie-on. Do not accept so-called "Scarf Waists," etc. They are cheap counterfeits. Order your Tie-ons from a reliable store! Then you will be sure of honest fabrics and a stylish fit! Every genuine Tie-on has this name on a silk label inside.

CHAPTER V

One of New York's best waist houses is Forsythe's on Thirty-fourth Street, West. Known as "The Waist House," it is regarded as a leader. Here is what they published voluntarily about the Tie-on. Only strangers need to be told that Forsythe's do not handle spurious articles.

"This latest novelty is an unqualified success and owes its immediate popularity to three facts which you can positively rely on.
"It fits any figure perfectly."
"It can be adjusted in a minute."
"It eliminates buttons, belts, hooks and girdles."
"This Tie-on Blouse is without doubt one of the most practical and sensible waists we have ever offered."

No wonder that they announce it as "Another Forsythe Special."

The Tie-on Blouse is for all ages from sixteen to ninety years. It is as suitable for out-of-doors, as for house wear. It imparts an unusual sense of ease, and thoroughly satisfies. If you try one, you will never again be without a Tie-on, no matter what season prevails. You can easily demonstrate this for yourself.

CHAPTER VI

The illustrations for this tale show only a few fabrics. The Tie-on is supplied in black taffeta, crepe de chine, crepe meteor, lace, messaline, peau de cygne, plaids, soft satin, striped silk, velvet and in a wide range of special materials and designs.

It may also be had in the true plaids of all the clans, such as the Royal Stuart, Edward VII., etc. It may be had, too, in "reversibles," which will give you two Tie-on Blouses for the price of one shirt waist! This economy deserves consideration.

Being very simple, the Tie-on is easily adjusted. Reference to the outline border-sketches will make this clear. Fig. 1 shows the trailing ends hanging loosely, and the two tape ends being tied. Fig. 2 shows the trailing ends being crossed. Fig. 3 shows them prior to being tied in a bow. Fig. 4 shows them about to be tied into a sash.

Merely tie two tape-ends together, shape the trailing ends of the Blouse into a bow, sash, or girdle, and in less than a minute you will be attired for a promenade, or to receive callers. You may also have the kimono effect.



No. 234
Beautiful quality heavy Peau de Cygne Silks in Stripes or plain colors, also black Messaline, Taffeta or Crepe meteor. Retailed at $5.00, $5.75, $7.50.

CHAPTER VII

At foot are the addresses of some Tie-on Blouse distributors. It would require too much space to publish the list in full. Very likely there is a distributor in your town.

You cannot give yourself a better "treat" than by ordering a Tie-on at your favorite store, no matter how far from New York you are.

Let nothing prevent you from ordering one or more Tie-ons. Wanamaker's advise customers to "order several." If you fail to find them at your favorite store, you will not need to do without them. In that case, merely specify which Tie-on on this page you want (they are numbered), mention your bust measure and whether short-waisted or long-waisted, and order from the TIE-ON MFG. COMPANY, *22 Twenty-first St., West,—New York City.* They will have your order filled thro a store in your town.

For Holiday Gifts for women, nothing more acceptable or appropriate can be found than the Tie-on Blouse, packed in a special box intended for that purpose.

What is the name of the inventor and manufacturer of the Blouse which has emancipated women? That must remain a secret. He cannot retail any garment that he manufactures.

So ends our tale. May we recommend you to preserve this page for quick reference? You will need it in case you fail to find the Tie-on in your local store. No Tie-ons are genuine which do not bear the label reproduced:

TIEON
TRADE MARK REG'D PAT'D SEPT. 12, 1911

ALABAMA:—Montgomery—The Fair.
ARIZONA:—Phoenix—Chas. Korrick.
ARKANSAS:—Helena—Ware & Solomon.
Osceola—Jas. D. Boreum.
CALIFORNIA:—Bakersfield—W. G. Hudlow.
Fresno—Radin & Kemp.
Los Angeles—Muse Farris & Walker.
Los Angeles—A. Hamburger Son's Inc.
Los Angeles—New York Cloak & Suit Co
Oakland—Abrahamson Bros.
San Francisco—The Emporium.
COLORADO:—Denver—Joslin Dry Goods Co.
DELAWARE:— Wilmington — Smith-Zollinger Co.
GEORGIA:—Americus—Chas. L. Ansley.
IDAHO:—Wallace—The Otterson Co.
ILLINOIS:—Chicago—Marshall Field & Co
Chicago—Mandel Bros.
Chicago—Chas. A. Stevens & Bro.
Kankakee—The Chicago Store.
Peoria—Shipper & Block Inc.
INDIANA:—Fort Wayne—Wolff & Dessauer Co.
Indianapolis—Selig Dry Goods Co.
Muncie—L. M. Klein.
South Bend—Robertson Bros. Co.
Terre Haute—Root Dry Goods Co.
IOWA:—Des Moines—Younker Bros.
Dubuque—J. F. Stampfer.
Sioux City—The Pelletier Co.
KANSAS:—Wichita — Wallenstein-Cohn Dry Goods Co.
KENTUCKY:—Louisville — Stewart Dry Goods Co.
LOUISIANA:—Monroe—Meyer Bros. Ltd.
MAINE:—Lewiston—John T. McCarthy.
Portland—J. E. Palmer Co.
MARYLAND:—Baltimore—Hutzler Bros.
Cumberland—Gross Bros.
MASSACHUSETTS:—Boston — Wm. Filene's Son Co.
Brockton—James Edgar Co.
Fall River—New York Cloak & Suit Co.
Lawrence—Cherry & Webb.
Lowell—New York Cloak & Suit Co.
Pittsfield—Kennedy-McInnes Co.
Springfield—Forbes & Wallace.
Worcester—Lowell's.
MICHIGAN:—Detroit—Newcomb-Endicott Co.
Grand Rapids—The Siegel Co.
Kalamazoo—J. R. Jones' Sons Co.
Lansing—J. W. Knapp & Co.
Saginaw—M. W. Tanner Co.
MINNESOTA:—Minneapolis—Power Mercantile Co.
Minneapolis—John W. Thomas.
Rochester—E. A. Knowlton.
St. Paul—Mannheimer Bros.
MISSISSIPPI:—Columbus—Simon Loeb & Bro.
Greenville—Nelms & Blum.
MONTANA:—Big Timber—C. A. Caulkins.
Billings—Buckley-Doyle Co.
Butte—M. J. Connel Co.
Great Falls—Arkell's.
Helena—New York Dry Goods Co.
Lewiston—E. C. Sweitzer.
MISSOURI:—Chillicothe—P. W. Hartman.
Kansas City—Geo. B. Peck Dry Goods Co.
Kansas City—The Jones Store Co.
Nevada—Cole Bros. & Wood.
St. Louis—Thos. W. Garland.
St. Louis—Scruggs, Vandervoort & Barney.
NEBRASKA:—Lincoln—The Skirt Store.
Omaha—J. L. Brandies Co.
NEW HAMPSHIRE:—Keene—Yeates Department Store.
NEW JERSEY:—Asbury Park—Steinbach Co.
Jersey City—Perlmutter's.
Newark—L. Bamberger & Co.
Newark—L. S. Plant Co.
Passaic—Marshall-Matheson Co.
NEW MEXICO:—Albuquerque—E. Rosenwald & Bro.
NEW YORK:—Brooklyn — Abraham & Strauss.
Brooklyn—Fredk. Loeser & Co.
Buffalo—Wm. Hengerer Co.
Elmira—E. Rosenbaum Co.
Ithaca—A. R. Sawyer.
New York—John Forsythe.
New York—John Wanamaker.
Rochester—E. W. Edwards & Son.
Syracuse—The Hunter-Tuppen Co.
OHIO:—Cincinnati—Alms & Dopke Co.
Cincinnati—J. M. Giddings & Co.
Cleveland—Halle Bros. Co.
Cleveland—The Morehouse Co.
Zanesville—A. E. Starr Co.
OKLAHOMA:—Oklahoma City—Kerr Dry Goods Co.
OREGON:—Portland—Olds, Wortman & King.
PENNSYLVANIA:—Philadelphia — John Wanamaker.
Pittsburgh—Joseph Horne Co.
RHODE ISLAND: — Pawtucket — Shartenberg & Robinson.
Providence — H. L. Jacobs, c o The Shepard Co.
SOUTH CAROLINA:—Greenville—Hobbs, Henderson Co.
SOUTH DAKOTA:—Lead—J. H. Chase.
Watertown—Wilson & Co.
TENNESSEE:—Bristol—The H. P. King Co.
TEXAS:—Austin—Scarbrough & Hicks.
Dallas—A. J. Rogers.
El Paso—J. Calisher Dry Goods Co.
Galveston—Fellman Dry Goods Co.
San Antonio—Sol. Wolfson Dry Goods Co.
VERMONT:—Bellows Falls — Geo. R. Wales.
VIRGINIA:—Norfolk — Miller-Rhodes & Schwartz.
WASHINGTON:— Seattle — McCormack Co.
Seattle—MacDougall, Southwick Co.
Spokane—S. E. Carr Co.
Spokane—Spokane Dry Goods Co.
WEST VIRGINIA:— Fairmont — J. M. Hartley & Son.
WISCONSIN:—Milwaukee—T. A. Chapman.

We want more distributors of the right sort. Alert dealers everywhere will want to stock Tie-on Blouses when they know that these are to be had! Correspondence invited from dealers awake to the unusual opportunity Tie-on Blouses offer for women's emancipation. In bringing Tie-ons before customers, not only will they do them a great service, but they will make fair profits. *Write to Tie-on Mfg. Company, 22 Twenty-first St., West,— New York City,* for special proposition.

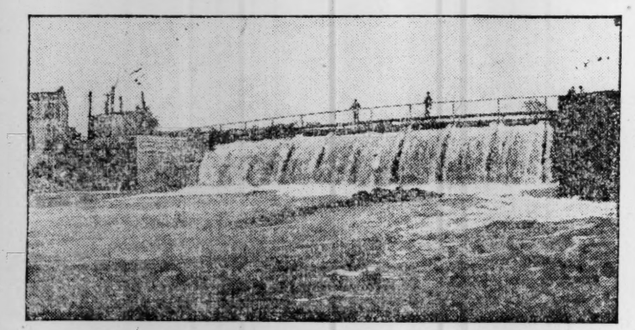
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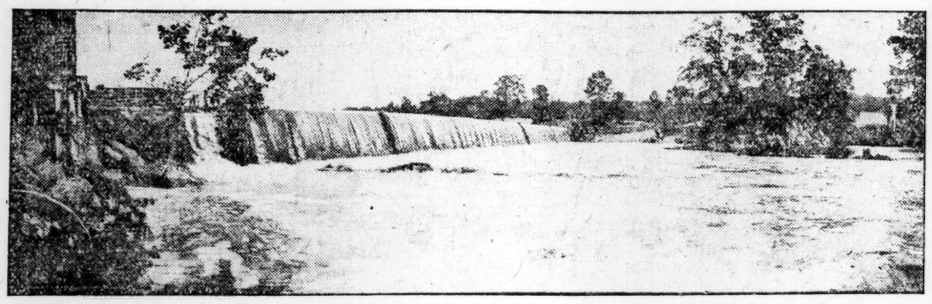
BOSTON, MASS., WEDNESDAY, NOVEMBER 29, 1911

Arkansas a Land of Present-Day Opportunities

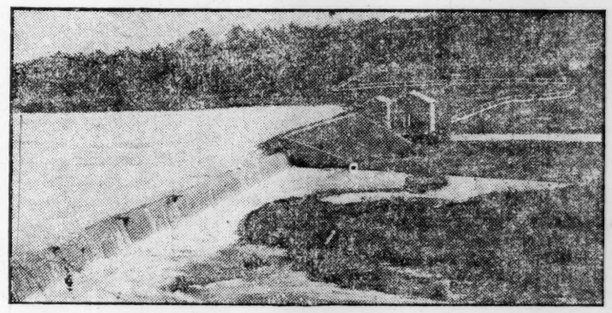
OUTSIDE INTERESTS AWAKENING TO FUTURE PROMISE OF SOUTHERN COMMONWEALTH



Dam No. 1 at Mammoth Spring, Ark. — All water going over dam is from spring, which is just above



Dam No. 2 below Mammoth Spring, Ark., on Spring river—This development furnishes current for lighting the towns of Mammoth Spring and Thayer, Mo.



Dam No. 3, shown here, is the latest addition to the power development near Mammoth Spring

By RANDOLPH CHURCHILL

HAVING been requested to prepare an article about Arkansas for the Thanksgiving issue of The Christian Science Monitor, I am first giving an abstract from an article from the pen of J. Francis Keeley, one of the state's most prominent newspaper men, as it is so appropriate to this effort of mine in endeavoring to set forth the advantages of this much-maligned commonwealth to the thousands who read the Monitor. Mr. Keeley writes as follows:

"Arkansas: There was a time when the name of Arkansas was mentioned it would provoke a smile. That day, however, is long since passed and today the name of Arkansas reminds us of the fact that in that state there is greater opportunity for all than in any other state in the Union. Sounds like a boasting statement, doesn't it? It isn't, though.

"Arkansas today is aptly termed, 'the land of greater opportunity.' Now and then we hear some one speak of, or see some article in a magazine on 'The Awakening of Arkansas.' This is an erroneous statement. Arkansas is not awakening; on the contrary, it is the world that is awakening—awakening to the fact that in Arkansas there is greater promise of future greatness than in any other state in the Union.

"Those of us who have lived in Arkansas, but who have traveled in other portions of the United States, realize this, and have ever done so. The land has always been here, and it is true that people have made a living in this state for years and years. What was needed was outside capital, and it has only been of late years that the moneyed men of the country have become cognizant of the fact that there was a land of greater opportunity here. Being quick to grasp facts, and seeing the wonderful future, they have been just as quick to lend their aid in making this a greater and better state, and the result is that we are offering greater inducements to the investor, the home-seeker, the farmer and manufacturer than ever before.

Land Values

"Land for many years has been very cheap in Arkansas. As a matter of fact, it is cheap now, but increasing in value daily. That was one of the troubles in Arkansas—land was too cheap, and being so, people naturally assumed that it was worthless. In the delta particularly vast forests abounded and save for the timber this land was considered worthless. Slowly but surely this timber was cleared off and farmers, many of them crude in the extreme, began raising cotton, which in this state has been a staple for years prior to the civil war. It was soon noticed that the yield to the acre was fully in keeping with other states, and practical farmers began to 'sit up and take notice.' It was asked if without fertilizer cotton could be grown by crude methods that would bring the highest price, what could be done with land properly cultivated? It was not long before the farmers all over the state were raising cotton; in some localities almost two bales to the acre. Improved methods were brought to bear and the die was cast.

"The price of land immediately went up, and from $1.50 an acre some jumped to $10 and $20, and in some localities it cannot be bought for $100.

"A better understanding of the condition of Arkansas is being created. In 1910 a land congress was held in Little Rock which more than 3000 delegates from all over the state attended. These congresses will become regular events in Arkansas and mean that better methods will be pursued in making this state truly 'the land of greater opportunity.'

"In the bottom lands, Arkansas has been somewhat 'under water.' This, however, has been remedied by drainage. Today these lands, through this drainage system, after storing up alluvium for centuries, are among the richest on earth and immense crops of cotton, corn, oats, alfalfa and forage grasses are yielded regularly. Two bales of cotton or 100 bushels of corn to the acre is by no means unusual and this river or bottom land—thousands of acres of it—can be bought in any part of the state for from $15 an acre upward. In the great Mississippi river country, farmers are becoming independently wealthy with little effort. This also applies practically to every acre of land near the many rivers in every portion of the state.

Railroads

"The day of the 'slow train' is passed. Arkansas today has a number of fine systems connecting with the world at large, and is but a day's journey from many of the largest cities in the country. The Iron Mountain road, for instance, connects with trains for the East and West at St. Louis, Kansas City and Memphis. Little Rock is less than a night's journey from St. Louis. At Texarkana, about four hours' run, connection may be made with the Texas & Pacific for points south, and also with the great Southern Pacific, via the Kansas City Southern at Lake Charles, La., and with the Cotton Belt line for Texas, St. Louis or Northeast Arkansas. New Orleans is but a short distance, and Memphis on the east is but four hours away. Here, from the Chicago, Rock Island & Pacific, connections may be made with the Frisco, the Southern, the L. & N., the N. C. & St. L., and other roads, for all points east and west. Nearly every city of importance in the state is on some road, and points in Oklahoma may be reached direct from Little Rock, or via Fort Smith, the pride of Northwest Arkansas."

Praises Southwest

Personally, I have long since learned that the great Southwest should be the mecca of the home seeker and I have not hesitated to tell this story, whether in Canada, Great Britain, Germany, Denmark and in all the countries that I visit, for that matter, for here are billions of acres begging for habitation, freighted with all the gifts of nature and with a climate all its own.

In crossing the Atlantic upon a great Canadian steamer, not long since, I found above 800 immigrants bound for the new world—some even going to bleak and cold regions in the Northwest, but not one was bound for the southland. And why? Simply because the advantages of all this vast country are unknown to Europeans, and I might say to the people of the north as well.

Millions of Europeans have crossed the gray Atlantic, dreaming of homes in the new world until today Boston reminds one of Dublin; Minneapolis is a composite of Copenhagen, Stockholm and Bergen; Milwaukee is another Stuttgart; New Orleans an Orleans, while the world's second city, New York, is akin to Dublin, Naples, Berlin and Moscow, when one considers its personnel, and yet, how few have found their Utopias in the sunny and fertile southland?

Too far south to be touched by the ice and snow of the north and too far north to be reached by the torrid sun lies the state of Arkansas, with its 53,000 square miles, a little larger than England with her 35,000,000 people, and yet with less than 1,500,000 human beings, all told, when there ought to be 4,000,000. But, alas! the war left the South bereft of a good name and desolate, indeed, hence this oasis lay buried these bygone years until the fog cleared away and now Arkansas is coming into her own.

As a cotton field this state ranks fifth already, and when fully developed it will be found second, only yielding first rank to the Texas empire; the output last year of the fleecy staple brought to Arkansas planters the enormous sum of $175,000,000.

With the civilization of China, India and Africa, the world's cotton supply must double and this means millions more to the Arkansas planters, and the fact is there are riches untold ahead of the cotton industry for this fertile commonwealth.

But a decade ago, the state was hardly seriously rated as a rice-producing area, but all this is changed since it is now first in the supply per acre of that edible, which is both a vegetable and a cereal, and who can venture even to guess the enormous yield of rice as the millions of acres gifted in its production are brought into action?

At Arkadelphia, there is an immense flouring mill turning out 4000 barrels of fine flour a day, and at Mammoth Springs, just below the Missouri state line, is another splendid mill—thanks to the biggest spring I know of for power and to Messrs. Hill, Parkham and Bellamy for knowledge and energy.

Then, there are, in the capital city, large cotton mills and the famous Jop-Pa Mattress Company with Messrs. Porter, Kidd and Vinson at its head. While manufacturing is in its infancy, yet a start has been made in several lines. I find in Fort Smith a splendid wagon factory representing an outlay of $1,000,000, covering 17 acres, employing 250 men and turning out 12,000 wagons a year. This plant began operations in 1903 and is under the management of W. H. Johnson, a Vermonter, but now every inch an Arkansan, as he facetiously put it.

Where Arkansas Stands

Under the heading "Arkansas Leads," the Little Rock Board of Trade publishes the following:

"Arkansas is seventh in the production of yellow pine.

"Arkansas raises 1,000,000 bales of cotton, worth $175,000,000.

"The only diamond mines in the world outside of Africa are in Pike county.

"Arkansas produces the smokeless coal used by the United States navy.

"Arkansas has more mineral springs than any other state in the Union.

"Arkansas this year raised agricultural products worth $285,000,000.

"Arkansas this year sold lumber and shingles to the value of $195,000,000.

"Arkansas has more miles of navigable rivers than any other state in the Union.

"The hottest springs in the world are in Arkansas—Hot Springs, 60 in number.

"Arkansas produces coal, silver, galena, marble, slate, oil stone and clays of every description.

"The largest bauxite fields in the world, near Little Rock, supply nearly all the aluminum used in the world.

"The largest spring in the world is in Arkansas, Mammoth spring; a full size river at its source, Spring river.

"Arkansas is on the same parallel of latitude as the Garden of Eden, and the climate is the same as that of Los Angeles.

"The highest mountain in the United States between the Alleghenies and the Rockies is Mt. Magazine, in Arkansas.

"More pearls are found in the rivers of Arkansas than in any other state in the Union, many of them selling as high as $10,000 each.

"The richest land in the world is in Arkansas, as is shown by the fact that the first premium on cotton has always been awarded to this state by the world's fairs.

"Two counties in Arkansas, according to the United States census—Benton and Washington—have more apple trees than any other counties in the United States, Niagara county, New York, being third."

The educational interests of this much slandered state are in far better repair than appears upon the surface and the per cent of illiteracy in 1900 and 1910 tells a wondrous story of progress. Then, too, the public school of today as compared with that of even five years ago reveals the educational impetus given the public consciousness of children's needs in their preparation for citizenship. Reflected in the technical superority of the youth of today over the grandparent and even parent, is the new educational status of the commonwealth and I am informed that the state is the highest in the Union in the per capita school tax.

Recently the state has founded four agricultural schools in addition to the university industrial school and a second normal school has opened; hence, the people of Arkansas are determined to reduce the output of illiterates, and, besides, within the year, all the larger high schools by accepting state aid, have established practical normal training departments.

ANOTHER UNIT COMPLETED IN POWER DEVELOPMENT OF WORLD'S LARGEST SPRING

THE third unit of an extensive hydro-electric development has just been completed on Spring river at Mammoth Spring in the foothills of the Ozark mountains in Arkansas.

Ordinarily, hydro-electric power is developed on waters or streams with extensive watershed supply, but the real hydraulic value of this particular development is due to the fact that the water supply is derived from one large, descriptively named, Mammoth spring, which covers an area of 18 acres. The greatest depth of the spring is 90 feet and as the flow never varies in volume this power is never affected by low stage of water nor by floods. The value of this fact can readily be recognized by engineers.

Dam No. 1, immediately at the head of the spring, is constructed of cut stone, is 240 feet long and 16 feet high and from it is driven the largest flour mill in the state, with power to spare.

One mile down Spring river is dam No. 2, 320 feet long and 12 feet high, furnishing current for lighting systems for the towns of Mammoth Spring, Ark., and Thayer, Mo., two miles distant.

Three miles farther down stream the recently constructed dam No. 3 nestles between two hillsides. It is 610 feet long and 24 feet high and is built of reenforced concrete. It generates electric power for general commercial purposes, to be transmitted by cables supported on steel towers in lieu of cedar poles, to a chain of six towns in a circuit of 35 miles. The constancy of the source of this power makes such a service possible.

This power source is a miniature of Niagara, Fall River, the Carolinas or the Slope powers. As the Ozark district grows in population so will this natural power develop—additional units following on down stream, generating from this single and largest spring in the world an enormous but as yet unknown wealth of power as the mill will ever "grind with the water that has passed" or is about to pass mill after mill along the many winding miles of beautiful Spring river in Arkansas.

GOV. GEORGE W. DONAGHEY

Typical Arkansan of the Present Generation



THE GOVERNOR'S MOTTO IS:

"Do what you have to do with what you have to do it with"

PUBLIC LANDS OPEN FOR SETTLEMENT IN STATE OF ARKANSAS

LITTLE ROCK, Ark.—On July 1, 1911, there were 355,000 acres of government land in Arkansas open for homesteaders, but not for sale. This does not include the "St. Francis river sunk lands," comprising 100,000 acres, or the "Lakes," which cover about 40,000 acres. Including these there are 495,000 acres of land to be eventually homesteaded, according to Guy W. Caron of the local United States land office. The following shows the counties containing lands that may be homesteaded and the number of acres in each, and in how many townships the land lies in each county:

Counties.	Acres.	Townships.
Clay	160	2
Cleburne	10,960	18
Conway	2,840	11
Crawford	8,800	10
Desha	80	2
Drew	120	1
Faulkner	2,520	11
Franklin	6,760	14
Fulton	11,640	8
Garland	1,280	6
Grant	280	6
Greene	120	2
Independence	8,440	15
Izard	5,840	3
Johnson	11,760	12
Lincoln	360	4
Logan	9,840	19
Lawrence	1,040	4
Monroe	160	1
Perry	1,680	8
Pope	2,480	12
Pulaski	720	3
Randolph	9,840	14
Saline	3,300	8
Scott	7,600	20
Sharp	23,240	18
Van Buren	10,640	22
Sebastian	880	3
White	1,640	11
Yell	4,760	14

Most of this land is rough and covered with pine and hardwood timber. While the chief crops raised are cotton and corn, fruits, berries and vegetables do well and find a ready market at good prices. In the counties in the central and western parts of the state peaches, strawberries, tomatoes and potatoes; in fact, all vegetables, are profitable crops and are the chief product.

The lands may be homesteaded by any citizen of the United States over 21 or married man younger, only 160 acres to one man, once in his life, by paying the fee of $14. Residence and cultivation for five years entitle the settler to make final proof, but he may, after 14 months, make commuted proof and secure patent by paying $1.25 an acre. Land too rough for agricultural purposes may be bought under the timber and stone act at an appraisement of a government agent; minimum, $2.25 per acre.

The "St. Francis river sunk lands" comprise about 100,000 acres, and are located in Poinsett, Craighead and Greene counties. These lands were adjudged by the interior department on Dec. 12, 1908, to be public lands of the United States.



Mammoth spring covers 18 acres and is 90 feet deep where the water, clear as crystal and 58 degrees Fahrenheit at all times, boils up—View shows Spring river below dam No. 1, which is at the left of the picture.

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KANSAS CITY'S UNION TERMINAL TO BE PART OF NEW CIVIC CENTER

Plaza Under Care of City Park Board to Connect Station With Extension System of Parks and Drives

COST IN MILLIONS

KANSAS CITY—One of the most important events in the history of Kansas City was the agreement reached between the Terminal Railway Company and the city concerning the site of the new union station, involving, not only a costly building, but an enormous cost in creating adequate entrance for the various roads which it will serve.

When, after about five years of preliminary work and adjustment of physical difficulties, the contract was signed last August by W. J. Kinneer, president of the Terminal Company, and the George W. Fuller Construction Company of Chicago upon plans prepared by Jarvis Hunt of Chicago for the construction of the station, its accessory and dependent buildings, in the amount of $5,700,000, Kansas Citians were thankful.

The terminal building, however, is but one item in the cost of the undertaking, it being conservatively estimated that at least $50,000,000 will be required for the full exploitation of the project in its entirety.

In design the main facade of the new station follows the modern French school of architecture, comprising a large central motive, roofing the main waiting room, further extended on either side of the two pavilions enriched by engaged columns and paralleled with an attic story, treated monumentally. The central dominating motive is treated as a one-story structure supported upon a stylobate, and pierced by three large arched openings extending upwards to frieze, with extremely deep reveals of curved section; the arches are separated and framed by disengaged columns in the Roman Doric order extending from stylobate to cornice; the cornice itself, with pavilion flanking the archways are highly developed in form and enrichment, finally crowned by an ornamental balustrade in monumental scale.

The material entering the structure in the stylobate will be of granite with the remaining exposed area in buff Bedford and stone. The plan indicates a thorough study of those practical features which conduce to the convenience and comfort of the traveling public, the waiting room being 410 feet long with a width of 164 feet and a height corresponding to these dimensions. A large foyer adjoins this waiting room with a width of 143 feet and a length of 272, terminating and entering on either side, the three story wings of the structure.

In the foyer will be the ticket office in semi-circular form with a total of 21 ticket windows for the sale of railroad tickets, besides four reserved for the Pullman service. At either end of the ticket office will be the space for telegraph and telephones. In close proximity to one of the main entrances to the general waiting room will be located a news stand, with a further space allotted for a drug store. The bureau of information and postoffice occupies a space located on the opposite side of the waiting room.

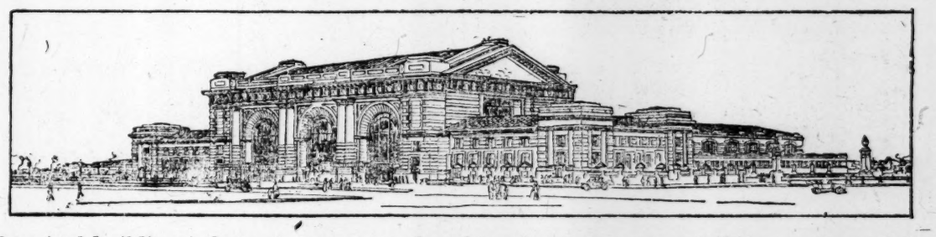
The means of reaching the train shed from the station proper has a particular interest to all who travel. The track level being 22 feet below the level of the waiting room the means of communication to each separate track will be by 16 elevators and stairways, enabling passengers to reach the various platforms at which their trains are stationed without crossing intervening tracks. Eight parallel train sheds, each 1400 feet long are provided for the shelter of the passengers descending from the waiting room, constructed in steel and concrete, following the butterfly type (in contradistinction to the mushroom type), which directs the storm water to the center of roof, denying the possibility of the usual dripping of sooty rain water from the eaves of the sheds.

The express house will be treated as a dependent building, 900 feet long, adjoining the main structure and parallel to the tracks. The mail house will be 500 feet long, extending over the existing main street viaduct. These structures are depressed 20 feet below the level of the tracks, with communication for mail and express matter to each separate track by means of a tunnel beneath the tracks, provided with elevators therein, and for the final elevation of such matter.

The promise that a stately building would follow from the agreement between the terminal company and the city, aroused discussion in the city papers to awaken citizens to a necessary interest in the establishment of a new civic center in keeping with Kansas City's growth and dignity in which the new Union station would form a unit. In pursuance with this idea, $450,000 was apportioned by the terminal company and given to the city with which to purchase ground immediately south and adjoining the property on which the station is to be built for a plaza, under the control and to be improved by the city park board and about which would be built the future civic buildings. The definite scheme formulated by the park board for the development of this land was settled about a year ago and contemplates the treatment of the plaza in landscape architecture, which will make the Union station of Kansas City distinctive in its beauty and attractiveness. The plaza is in connection with the city system of parks and driveways which now totals a length of 42½ miles.

The specific connection of the plaza to the system of park driveways will be by a broad semi-circular drive fronting upon the station, sweeping on to the very attractive Gillham road, winding east and south to the upper reaches of the city, while the most beautiful Penn Valley park with its lake, winding drive and sylvan retreats may be reached a few short blocks in the opposite direction. This driveway intersects Broadway, which will become one of the finest drives in the city as it enters the plaza, forming a connection with the new West Penn, Kersey Coats, the West Bluff drive and observation park, thus making the station the pivotal point of the beautiful drives of the city. One prominent feature of the above system is Swope park, which covers an area of 1300 acres.

ADVANCE VIEW OF UNION STATION, KANSAS CITY



Terminal building is but one item in undertaking for civic center, it being estimated that $50,000,000 will be required for the full exploitation of the project

SOUTHERN EDUCATION ASSOCIATION SESSION OPEN AT HOUSTON

HOUSTON, Tex.—For the sessions of the Southern Education Association, which will convene here today the program is as follows:

Addresses of welcome—For the city of Houston, H. B. Rice, mayor; for Texas and the public schools of Houston, Superintendent P. W. Horn; response for the association, Mrs. Marguerite Matlock, Ensley, Ala.

"Southern Education," Dr. John W. Abercrombie, Anniston, Ala.

"The Need of a New Conception of Rural Schools for the South," Dr. H. L. Whitfield, president Industrial Institute and College, Columbus, Miss.

"Schools Should Be for Efficiency, Prosperity and Social Service," Dr. A. E. Winship, editor New England Journal of Education, Boston.

"Our Government and Education," H. H. Cherry, president Western State Normal, Bowling Green, Ky.

THURSDAY EVENING

"The Education of the Southern Girl"—(a) Dr. D. B. Johnson, president Winthrop Normal and Industrial College, Rock Hill, S. C.; (b) Dr. B. C. Hagerman, president Campbell-Hagerman College, Lexington, Ky.; (c) Dr. R. L. Blanton, editor Virginia Journal of Education, Richmond, Va.; (d) Dr. Odell Lovett, president Rice Institute, Houston, Tex.

FRIDAY MORNING

"Country Life Community Building," W. M. Hayes, assistant secretary of agriculture, Washington.

"The Education of the Farmer's Child," M. L. Brittain, state superintendent of schools, Atlanta, Ga.

"Training Boys and Girls for More Efficient Rural Life in the South," Dr. W. R. Dodson, dean and director College of Agriculture and agricultural station, Louisiana State University, Baton Rouge, La.

"The Education of the Factory Child," Dr. E. O. Holland, superintendent of schools, Louisville, Ky.

"Facts vs. Opinions as a Basis of Administering Schools," Dr. W. H. Elson, superintendent of schools, Cleveland.

Annual business meeting of the association.

FRIDAY EVENING

"The Education of the Southern Negro"—(a) Clarence N. Ousley, president Fort Worth Record, Ft. Worth, Tex.; (b) Dr. James H. Dillard, president James Foundation, New Orleans; (c) Dr. J. H. Phillips, superintendent of schools, Birmingham, Ala.; (d) Dr. W. S. Sutton, head school of education, University of Texas, Austin, Tex.

"The Education of the Factory Children of the South," Dr. A. J. McKelway, Washington, D. C.

SATURDAY MORNING

"The Education of the Mountain Child"—(a) Prof. J. C. T. Noe, dean of education, State University of Kentucky; (b) Dr. George A. Hubble, president Lincoln Memorial Institute, Cumberland Gap, Tenn.; (c) Mrs. Cora Wilson Stewart, mountain superintendent and president of the Kentucky Educational Association, Moorehead, Ky.

"Industrial Education in the Mountains," Mrs. Martha S. Gielow, vice-president and organizer Southern Industrial Association, Washington, D. C.

"A School System Adequate to the Future of the South," Dr. Henry F. Cope, secretary Religious Education Association, Chicago.

SATURDAY AFTERNOON

"The Teacher as a Factor in Community Life," Dr. J. J. Doyne, president Arkansas State Normal, Conway, Ark.

"A College on Wheels," Dr. J. H. Connell, president Oklahoma A. & M. College, Stillwater, Ok.

"A Constructive Library Platform for Southern Schools," Dr. Louis R. Wilson, librarian University of North Carolina Chapel Hill, N. C.

"The American School Peace League," Mrs. Laura Ames Meade, Boston, Mass.

"The College Woman—Her Ethical Significance," Dr. L. F. Snow, Wells College, Aurora, N. Y.

"The Difficulties and Needs of the Farmer's Boy in the South," C. W. Rochards, superintendent of schools, Ardmore, Ok.

"The Crowded Curriculum," Dr. Junius Jordan, superintendent of schools, Pine Bluff, Ark.

"Putting on the Trolley," Prof. J. W. Nicholson, Baton Rouge, La.

SATURDAY EVENING

"The School Teacher and Country Life," Dr. Charles W. Dabney, president University of Cincinnati, Cincinnati.

Address by Joseph W. Folk, former Governor of Missouri, St. Louis.

MUCH UNCULTIVATED LAND YET IN EASTERN NEBRASKA

LINCOLN, Neb.—Statements that the western part of Nebraska is necessarily the portion to which new settlers must go are refuted by state figures recently gathered by the bureau of labor and statistics regarding the amount of land under cultivation in each of the counties in Nebraska. The settlement of the western part of the state may proceed more rapidly for some years because of purely economic causes. However, if the settlers desire to stay in the eastern part there is plenty of room for them.

Considering the counties along the Missouri river, the oldest counties in the state in date of settlement, it appears that not more than 60 per cent of the land is under cultivation. The term "cultivation" as used in the statistical reports means not only tilled land, but also pasture land considered part of the farm. Nemaha county, with an area of 243,000 acres, has 142,992 acres, or 58 per cent under cultivation. From the uncultivated, 42 per cent must be taken, of course, townsites, waterways, railroad right of way, roads and other space consumers which are not available for future cultivation. But, making these deductions, it yet appears that there is plenty of room for new intensive cultivation.

Otoe county has an area of 297,440 acres, only 215,448 acres of which, or 54 per cent, is under cultivation. Douglas county, which one might think was crowded to the last inch, shows only 46 per cent of its area under cultivation. The cities of Omaha and South Omaha occupy several thousand acres, but they, with a score of other small towns, do not account for all of the 115,000 acres not under cultivation.

Following are the areas of some of the older counties of the state, together with the area in acres under cultivation and the percentage under cultivation.

	Area	Cultivated	P.C.
Dodge	294,400	187,104	60
Otoe	397,440	215,448	54
Burt	299,520	162,206	54
Washington	205,120	144,587	70
Douglas	214,400	99,365	46
Lancaster	552,960	345,468	62
Saline	368,640	252,266	68
Gage	552,860	429,111	77
Hall	353,280	177,380	50

While these figures indicate that there is plenty of room in the eastern part of the state for new population, the percentage under cultivation seems very high compared with some of the monster western counties. Cherry county, for instance, with an area of 3,749,760 acres, has but 84,994 acres under cultivation.

Those who profess to know something of the possibilities of land under intense cultivation say that the figures on eastern Nebraska convey no accurate idea of how much room there is for more people. Not only are there thousands of acres yet to be had, apparently, but the thousands now under cultivation can be made to produce more under intelligent, careful cultivation.

ST. LOUIS FACTORY POPULATION GAINS

ST. LOUIS—New factories started in St. Louis during 1910 and the first eight months of 1911 are employing 7000 workers, according to data gotten up by the Business Men's League on the industrial growth of St. Louis.

Taking the average wage of $650 a year, which is the basis used by the government census, the employees of these new industries are earning $4,550,000 a year. The last computation on the pay roll of St. Louis manufactories is slightly over $68,000,000 a year, and the new industries have raised this total to approximately $73,000,000.

MISSOURI FRUIT TREES FOR COAST

LOS ANGELES, Cal.—More than 100,000 trees at a nursery at Louisiana, Mo., were recently selected by Charles J. Claussen, and shipped to the coast to be planted in the apple growing section.

A land company owns 11,000 acres near Redlands, east of Smiley Heights. The trees were planted on that tract. The number will be increased as speedily as possible.

CHINESE AVIATION SCHOOL

A school of aviation has been opened at Pekin by the Chinese aviator Fuz-Yu, who spent a number of years in the United States.

WATER FROM RIVER JORDAN TO IRRIGATE LAND IN THE VALLEY

WASHINGTON—Many people, says the American consul-general at Beirut, Asiatic Turkey, have thought it strange that some extended use has not been made of the rich lands in the Jordan valley and that some irrigation system has not been devised to utilize the millions of gallons of water that are weekly carried by the river Jordan simply to be evaporated in the Dead sea.

The Jordan valley is a long plain extending along both banks of the river and bounded on either side by the mountains, first of Samaria, then of Judea, and then of Moab.

In its upper reaches the mountains come close to the banks, while lower down near Jericho and the Dead sea the plain is quite extensive, reaching a width of about 15 miles on both sides. In this region the waters of the river might be turned to advantage.

It has recently been reported, however, that a syndicate has acquired a large tract of land in this district, which is going to be exploited by a system of irrigation. The land being Turkish domain, the company has agreed to pay 10 per cent of its profits to the government against the lease. About $200,000 has been devoted to the redemption of this tract.

Whether cotton will be grown or not in this district is still a matter of doubt. One man from Jerusalem has imported cotton seed from Egypt and tried it in the Jordan valley, with very satisfactory results. Lack of capital was the reason why such an experiment was not further continued. There is one difficulty besides that of water which stands in the way of cotton growing; it is the difficulty of transport. The means of communication in the valley are still very primitive.

The nearest railway station is Ammau, which lies across the river and is one day's journey from Jericho. Jerusalem is about 2000 feet above the valley and about seven hours distant; and next is Haifa, which, for commercial purposes, is too far removed from the center of the agricultural district.

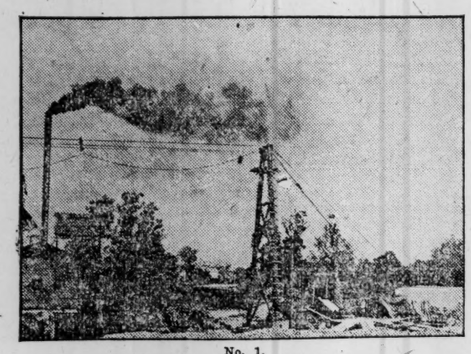
This difficulty might be surmounted by building a station on the Hedjaz railroad line nearest the valley, and thus bringing the district into communication with Haifa or Damascus.

"When at Haifa recently," says the consul-general, "I was informed that although there is a steady stream of Syrian emigrants leaving the country, this exodus is counterbalanced in a way by the influx of a considerable number of Hebrews, mostly from Russia, of the agricultural classes, who are very industrious and hard working and who make excellent farmers. These people may prove to be the pioneers in the agricultural regeneration of these lands."

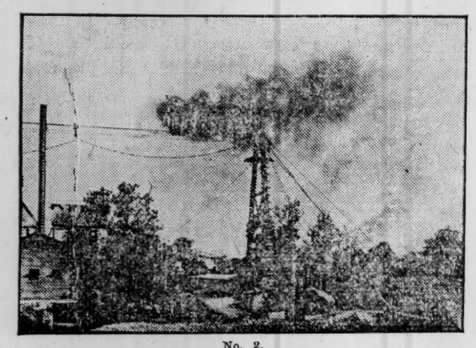
MANY QUILLS USED IN ENGLAND

Before the day of steel pens England was importing more than 25,000,000 quills each year.

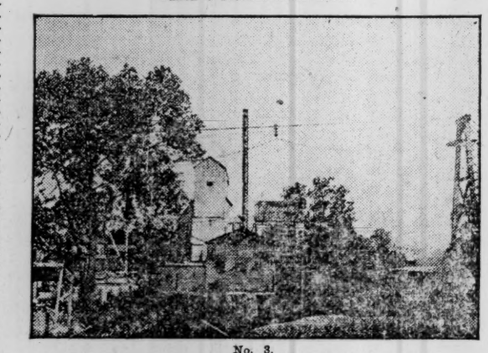
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Cost of installation nominal. Estimates and information furnished on request. When making inquiry state type and horsepower of boilers.

¶ Pictures are reproductions of photographs taken by C. C. HOLT, Official Photographer of the Smoke Inspection Department of St. Louis.

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September 11, 1911.

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St. Louis, Mo.
Gentlemen:--

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July 1911 without the Consumer and Fuel Saver, burned 93 tons of coal, crushed 4,711 tons of rock.
August 1911 with the Consumer and Fuel Saver, burned 88 tons of coal, crushed 5,946 tons of rock.

July 1911 operations without the Consumer and Fuel Saver shows that one ton of coal would crush 50 tons of rock. August 1911 operations with the Consumer and Fuel Saver shows one ton of coal would crush 67 tons of rock.

The foregoing shows a fuel saving of 24.89%, or practically 25%. In addition to this it is easier to keep up steam with the Consumer and Fuel Saver attached than without it. The smoke is eliminated, fully complying with the State laws and St. Louis City ordiances.

The foregoing statement is true and correct according to the books of this Company. UNION QUARRY & CONSTRUCTION CO.

Sworn and subscribed before me in the city of St. Louis, State of Missouri, this 12th day of September 1911.
My term expires--Feb. 28, 1914.

PAULINE S. WISE NOTARY PUBLIC CITY OF ST. LOUIS, MO.

Pauline S. Wise
Notary Public.

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SIDELIGHTS ON THE CAREER OF SITTING BULL

Doane Robinson of State Department of History, Pierre, S. D., Writes of Character of Sioux Indian Leader

PERHAPS no other American who has achieved great fame is more misapprehended than Sitting Bull, the high priest of the Hunkpapa band of the Teton Sioux. Few names are more familiar than his to the people of America, and indeed of the civilized world, yet very few know what he really did to acquire fame.

Sitting Bull was from a low caste family, at the mouth of Medicine Knoll creek, in what is now Hughes county, South Dakota, a dozen miles below Pierre. His parents resided on Grand river, in the northern part of the state, but at the time of his birth were upon a trading expedition to Ft. George, and were fishing in Medicine Knoll creek, on the east side of the Missouri. He grew up at the family home on Grand river a few miles above the present village of Little Eagle. He first came to the attention of white men at the time of the Harney treaty council, at old Fort Pierre in March, 1856, when he came as "horseherd" to Chief Swan. He was a blustering, overgrown boy of 18, with a cunning, effeminate face. At that time he possessed no social standing in the band. Chief Swan would not permit him to associate with his family and his meals were passed out to him under the flap of the teepee.

When the council broke up and the people were ready to return to their homes Sitting Bull borrowed a horse from Chief Swan and struck off to the south and soon returned with several horses which he had taken from the Pawnees. This stroke of enterprise was his first passport to the consideration of his neighbors and his recital of his experiences on this trip his first attempts at public oratory. He was not slow to discover that he possessed natural gifts at capturing horses and as an orator. He accumulated horses and astonished his elders with the fervor of his impassioned addresses made at the dances, but he was sternly denied a seat in the council.

He determined with a steady persistence which characterized him throughout his life to overcome the prejudice of the upper caste men. There were two ways open to him. He must either acquire fame as a brave or as a medicine man. He engaged in some forays against enemies, but with indifferent success; he had no taste for real warfare. His native cunning turned him more and more to the tricks of the conjurer. From the first he was successful in this direction. He developed his subtle talents and soon began to acquire fame as a prophet.

Astuteness and some advance information assisted him to prognosticate certain coming events with a precision which astonished and delighted his friends and confounded the big chiefs who had ignored him. They were compelled to recognize him as "big medicine." All this did not come at once, but as the result of years of persistent plotting on his part.

Sitting Bull's oratory also increased in favor and impressiveness and aided by his tricks he acquired almost supreme influence among his people. He hated the white man, loved the ways of his ancestors; was half patriot, half demogogue, and harangued the Sioux upon their duty to drive the white invaders from the prairies until he had fomented a spirit of the greatest hostility among them. He accompanied the war parties, incited them to valor, but invariably withdrew to "make medicine" when the real fighting began.

The old chiefs sneered at him, but were compelled to admit him to the council and he became the ruling figure of the nation. As he grew older he became more and more imbued with the religion of his people and openly avowed himself the prophet of the god of the Dakotas, frequently proclaiming revelations. For his native religion he seemed to have real veneration. When he returned to his people in 1881 after his captivity at Ft. Randall, he was well convinced that further open rebellion against the whites would prove futile, but he found his people had come a good deal during his absence under white missionary influence and he settled down among them at the old home on Grand river and set about to reestablish them in the religion of his fathers.

In his diatribes against the whites, and when he desired to drive his people into any revolutionary action, Sitting Bull, with withering irony, or dreadful invective, forced them to his support, but in his home life he was as gentle as a refined woman. He set up an orphanage and adopted and reared as his own children 11 orphans, every one of whom cherished his memory.

About the time of his return to Grand river and a life of peace, Miss Mary C. Collins, a missionary of the Congregational church, established a mission at Little Eagle, about ten miles from his camp. This Christian enterprise was most displeasing to him and he harrangued his people to avoid the influence of the missionary; nevertheless, she made some converts and soon drew a band of faithful friends around her.

For 10 years they resided and labored side by side as the best of friends and the most inveterate rivals. Nothing of course afforded Miss Collins so much joy as to convert one of his followers to Christianity and nothing else gave Sitting Bull the satisfaction which he derived when he could induce one of these converts to backslide. Thus conditions continued until 1890 when the Messiah belief possessed the Sioux. Sitting Bull began to proclaim that visions had been vouchsafed to him. He set up a prayer tree, organized a dance, erected a large medicine tent and daily delivered revelations to the people who flocked in from every part of the reservation. This condition of affairs continued until the military authorities believed the time had come to place Sitting Bull under arrest. The plan to do so was carried out at 4 o'clock on Monday morning, Dec. 15. The result is written in the history of the country.

DAM IN MISSOURI OPENS POWER ERA FOR WHITE RIVER

SPRINGFIELD, Mo.—Work is being rushed this fall on the foundations for a big power dam on the White river two miles above Forsythe, the county seat of Taney county. This dam marks the era of water-power development on the White river and its tributaries which in a few years will make the White river country in Missouri and Arkansas a manufacturing center of no mean importance.

Contracts for the construction of the dam call for its completion in November, 1912. Some legal difficulties were met when the surveys were finished and it was found that a mile or so of county road would be submerged near Branson. This difficulty was overcome when the dam company said they would put a steel bridge across White river at Branson, which was accepted by the county court.

Sixteen barges and two power boats will be used in moving the cement and other stuff from the railroad point to the dam site.

MISSOURI SCHOOL CONTRACT IS LET

ROLLA, Mo.—The executive committee of the Missouri school of mines and metallurgy has contracted for the construction of the new library building and assembly hall, for which the last Legislature appropriated $65,000.

The new building will be known as Parker hall in honor of L. F. Parker, former general solicitor of the Frisco railroad.

GOOD PROGRESS MADE ON IOWA $20,000,000 RIVER DAM AT KEOKUK

Mississippi Power Plant Construction Is Largest Private Enterprise in World at Present Time

READY BY JULY 1, 1913

DES MOINES, Ia.—At Keokuk in the southeast corner of the commonwealth of Iowa is under construction not only the biggest thing in the state but also the largest engineering enterprise in the world at present undertaken solely by private capital unaided by governmental subsidy or assistance—the great power dam at the foot of the Des Moines rapids in the Mississippi river.

The initial cost is in excess of $20,000,000.

The hydro-electric plant when finished will convert out of the "Father of Waters" a mechanical energy equivalent to 200,000 electrical horsepower.

It will be the second largest water power on earth, from which can be drawn a force sufficient to run every public utility plant and turn every wheel in every machine shop and factory of St. Louis.

Under favoring conditions the construction work is rapidly advancing and by July 1, 1913, the date set for completion, the only natural obstruction to free navigation of the Mississippi from St. Paul to its mouth will have been submerged in a deep and placid lake, one to three miles wide and 40 miles long.

The government canal built at a cost of $7,000,000 beside these rapids, with its two upper locks, will be flooded and its lower lock replaced by a new one, the largest river lock in the world. River service will be bettered and the government saved many thousands annually.

The dam is of the gravity type, solely of concrete.

Including abutments it will be seven eighths of a mile long. The spillway or barrier section will be 4278 feet in length, 32 feet in height above the river bed, with a base 42 feet wide. The upstream face will be vertical, the downstream face will be a curve, the lower portion an arc of a circle to throw the water horizontally away from the toe of the dam.

The dam is to contain 119 arch spans 36 feet long from center to center. There will be 119 steel flood gates 30 feet wide and 11 feet high, supported by concrete piers 6 feet thick built integral with the dam, and operated by electric hoists from an arched bridge above. By these gates the stage of water above the dam will be kept constant at all seasons.

This section will be entirely of massive concrete without reenforcement of any kind. It will be locked firmly into the rock bed of the river and will be practically a monolith.

The power house section including the power station, government lock, drydock and other property will extend from the end of the spillway to the Iowa shore.

The power station is 123x1400 feet and 133 feet high with a substructure of concrete in which will be molded the water passages and water wheel chambers. On this will be the superstructure of brick, concrete and steel, housing the generators, transformers and switchboards. This section will extend downstream from the westerly end of the spillway and perpendicular to it. Between its lower end and the Iowa shore is located the government lock, drydock and other property.

Full protection from floating ice, logs or other obstructions entering the power house is provided by a fender 2800 feet long of concrete curved shoreward from the upper end of the power house.

No part of the construction will be founded on artificial foundations as solid blue undisturbed limestone rock underlies the whole area. Approximately 650,000 barrels of cement, 550,000 cubic yards of masonry and 7000 tons of steel will be utilized.

The construction plant for the dam proper is remarkable for the limited space it occupies. Including the quarry from which all the stone used is obtained, it is confined within a circle having a radius of 6000 feet centered at the end of the dam. The mechanical department utilizes every modern method and appliance and comparatively little manual labor is used.

Compressed air under 115 pounds per square inch pressure is piped to all parts of the work from two central stations. It runs all derricks, travelers, shops and stationary engines. It tests drills and crushes rock, paints, cleans belts, operates valves, pumps water, cleans rock floor for concrete, and turns the concrete mixers as well.

The method of building the dam in the river is as follows:

A watertight coffer of timbers anchored in place by loose rock is built around the site of a section of the dam about 400 feet long. The water is then pumped from this area and a trench is excavated in the solid rock river bed deep enough to secure a sufficient anchorage. The base piers and arches forming the bridge are built up from this trench. When the concrete is set the coffer is removed, a new section laid bare and continued until the entire dam is built.

Through the 119 arches in this structure the river will flow until these openings are gradually closed up a few at a time by steel gates behind which the rest of the concrete part of the dam will be placed gradually raising the crest of the dam until it has reached its full height.

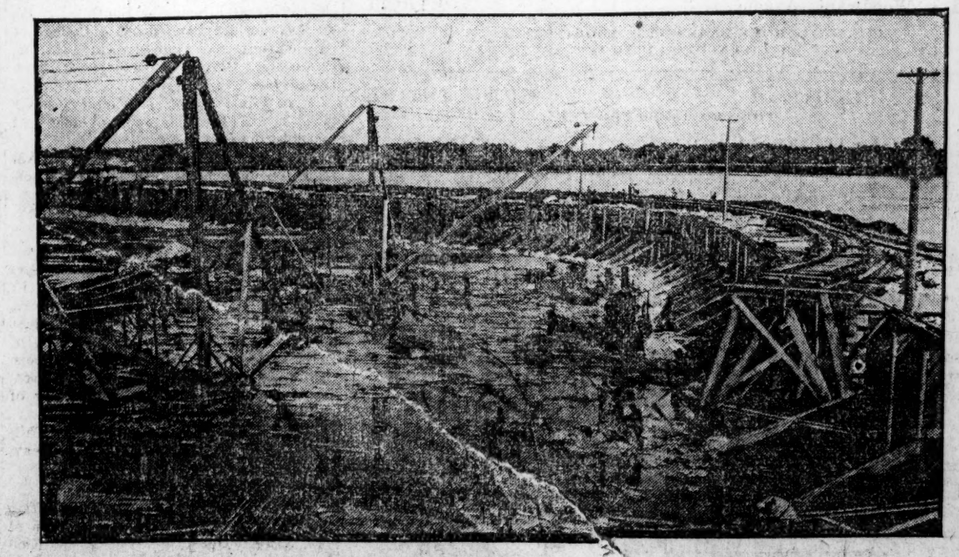
Structural steel forms or molds for every part of this work are first set up then filled with concrete which hardens into artificial stone in a few days, after which the steel forms are removed.

The power house section was built within a coffer dam enclosing an area of 37 acres in the bed of the river as dry as though no water had ever flowed over it. In this rock bed a deep trench was blasted to contain the 30 great double turbines to run the generators. All the rock taken from this was crushed and in this form of concrete returned to make the turbine walls and galleries or used in other parts of the power house structure.

The power company purposes to sell the electricity generated in St. Louis and the smaller cities adjacent to the dam. Enough already is contracted for to guarantee the immense enterprise a profitable one.

In addition to the utility of this great work the making of the lake above the dam will furnish Keokuk a pleasure resort. The bluffs for 12 miles above the site approach near to the river shores on both sides as at no other place along the Mississippi below Lake Pepin and offer sites for thousands of summer homes.

EXCAVATION ON IOWA SIDE OF THE MISSISSIPPI



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UNIVERSAL PEACE AN INTERNATIONAL IDEAL

Review of situation in France shows that popular opinion, which formerly looked on question as a theory, has accepted abolishment of war as a practical possibility

PARIS—In looking for evidence of progress, with regard to all great questions, in the thought of a nation, the ordinary observer rightly seeks for it among the external facts of the people's life. These have been found a safer index to the trend of public opinion than have the isolated acts, however progressive, of great governing bodies, including even those of the national government of a country itself.

In human affairs the most advanced thought of the day must now be admitted by both its opponents and advocates to center around the question of universal peace. This movement has for years past in France found ardent supporters among individuals, but practical proof of its actual influence on public opinion as evidenced in the daily life of the people, as materially changing the national thought or as affecting even their most insignificant custom has until quite recently been entirely lacking.

Peace propaganda has hitherto been regarded by the people at large as in no way an actual factor in public life but rather as a new method of developing the theory of an ideal, and even at that, of an ideal far remote from any possibility of realization. This view has not been wholly unnatural, so far as public opinion has been concerned, for the numerous disagreeable reminders to which the nation has been from time to time subject have almost compelled the conclusion that although the dream of universal peace might seem to cast a glamour over actual present conditions or even to bring about some modification of them, yet, in the case of any vital question being raised, war and war only would be the inevitable arbiter.

Despite this somewhat general state of opinion, there have been from time to time throughout the country, and especially more recently, signs that have seemed to indicate a change, a veering of the weather-vane, and a period of stillness that often accompanies development in national thought, has been significant to all keen observers and more than encouraging to the advocates of the peace movement.

Not many months ago the thought of France was stirred throughout by a statement made by the Italian ambassador at Paris, who in a speech delivered at a meeting of one of the peace societies said that the conditions and circumstances arising out of the universal peace propaganda had among other things created an "international public opinion" which had today become so powerful an influence that no war having for its object territorial or other material gain, or in which no question of national honor was at stake would now be tolerated.

This idea, though not new, for the ambassador had himself made substantially the same statement in the Italian Parliament some five years previously when he was minister of foreign affairs, came at the right moment and created a profound impression throughout the country. It was in fact the occasion for the awakening of France to the realization that what national public opinion had hitherto failed to do, international public opinion might yet accomplish.

Visions of New Epoch

The shock caused by the ambassador's speech proved an agreeable one. Visions were opened up of a future that need no longer be considered too idealistic to be realized, too good to be true. The thought of the people has since become crystallized to the point of understanding clearly that a new epoch has opened up and that the idealistic theory of universal peace has developed into a practical possibility.

Some few weeks afterwards, when the idea had been well assimilated, the commemoration of the tenth anniversary of the Hague peace conference was held in the large hall of the Trocadero in Paris. It was filled to overflowing by a profoundly interested audience which included many noted diplomats, politicians and literary men, representatives from the embassies of Turkey, Portugal, Persia, Germany, Spain, Austria-Hungary and Russia, as well as many members of Parliament. At this important meeting which may truly be said to have been representative of the public opinion of today in France, a very remarkable speech was made by the well-known writer and public speaker, M. Anatole France.

All who heard it could not fail to be deeply impressed nor did its influence stop short at his audience. It pervaded the whole of France and would even seem to have expressed, at any rate in principle, the hitherto latent thought of the people. We feel we cannot do better than reproduce at least a portion of the speech which we quote from the report that appeared in the Temps:

"M. Anatole France said that they were met together there to commemorate the first international conference of The Hague which took place in 1899 and at which no less than 28 governments were presented. From that congress emerged an agreement, the first clause of which provided that with a view to preventing as much as possible a recourse to arms in the relations between the powers, the various signatories to the convention undertook to use all their efforts to insure the pacific adjustment of all international differences.

"Were 'the new amphictyons,' he asked, who thus initiated their movement wiser and more virtuous than the famous council of the ancient Greeks, to which must be accorded the honor of the conception of political wisdom though not the joy of its realization? The present date was at least memorable as that of a diplomatic conference in accord with the wish expressed for three centuries past by such great minds as Grotius, William Penn, Abbe of St. Pierre, Liebnitz, Kant, Bentham, Richard Cobden and Frederic Passy.

"They were not, he said, suffering from peace mania; they did not wish to choke up with olive branches the human ideal of generally accepted morals inculcated in man by the rude school of war. The savage chieftain who on the approach of the enemy shut up in an enclosure of chariots the women and children and even the animals and riddled his enemies with stone arrows; this same savage has been the founder of family and of city. The conquests of Alexander fertilized Asia; the victories of Rome founded the modern world and created a civilization which no invasion of barbarians had even been able to destroy and which they still enjoyed today. He would like them to recognize that he credited war with having played its part in the past. But though formerly a necessity it had now lost its raison d'etre.

"That was an undisputed fact but one which had been overlooked by many intelligent people, simply because it was so immense that all eyes could not take in its vastness. In past times, colonies, land, products of the land, cattle, corn, manufactured products, population, national credit, everything in fact that went to make up the prosperity of nations and the strength of races had been gained by violence. Today it was different; it was a matter of agreement between nations equal in civilization. It was true, he said, that the weaker races too often had to pay the cost of these newer methods. One could foresee, however, that an abuse so cruel could not be everlasting. Among races of equal development in spite of rivalries and mistrust, willingly or not, better understandings were being arrived at every day.

"The growing increase in intercourse and in exchange, the compulsory stability of commercial and financial markets, the rapid development of international socialism and of the federation of the proletarians, insensibly made way for the union of the peoples of all the world. Universal peace would surely be realized one day, not because men would have improved morally, but because a new order of things, a new school of thought and new economic necessities which they could see rising and growing up would inevitably sooner or later bring them to a state of peace just as in former times the existence of the very same conditions produced and maintained a state of war.

"He looked with mistrust upon what had been called "surprises of the heart," but putting aside all questions of sentiment he would advise that they laid aside all idea of peace if humanity was to be ignored thereby. On the other hand war would perforce have to be abandoned since in these days it could not compensate for the losses and injuries necessarily borne by the victor. Industry had in fact now become the great conqueror.

World Yearns for Peace

"Through all the ages the world had thirsted for peace. They need not now blush in desiring it, for the bravest had desired it before them. To melt down the swords into plowshares was the wish of the prophets of Israel as also of the poets of Athens and Rome, and it was the same with the greatest minds of modern times. One could go further still and state that the object of war had ever been, even if indirectly, the establishment of peace. It was plainly then the destiny of war to perish in its own triumph, and that it might perish for ever was his sincerest wish.

"Who, the speaker asked, would mourn the end of war? If there were still those among them who, brought up on some gloomy theology still yearned for war and saw in battles a sanguinary holocaust acceptable to the god of armies—to them he had nothing to say. There need be no fear that in laying aside war one would kill at the same time courage, confidence and self-denial, the proudest virtues that swelled the heart of man. The arts of peace, science both pure and speculative together with practical science, applied to the needs of individuals and of the community, and for advancing works of civilization—these also fed energy, excited valor and gave birth to heroes. This was not the moment for doubt when the pacific conquest of the air called for such great sacrifices from the youngest and most fearless among them.

"Those who held that violent acts were necessary to test the courage, might reassure themselves, for even when the trumpet of war, whose call to the world was becoming less and less frequent, should have ceased from calling the nations to bloodshed there need be no fear of humanity falling asleep in the delights of a new golden age. Astraea would not come down from its zodiac to instruct men in the sweet leisure of an eternal springtime, and honey would not be found running in rivulets from the trunks of ancient oaks. Effort, grim effort would still ever be a necessity for struggling humanity. Art itsef, which appeared to be all joy and smiles had also its martyrs and even in its lightest moods demanded of its devotees hard and sometimes cruel sacrifices.

"Finally the speaker then called upon all present—representatives of nations, ambassadors of powers, and citizens of the world—to unite to put an end to that madness which was more murderous even than the fever of battle; to join together to put down the criminal mania for armaments and to save the world from being a prey to a disease more deadly than war itself, namely, that of armed peace."

It is not for a moment supposed that the speech of M. Anatole France created public opinion in France nor is it even claimed to be valuable as a new contribution on the universal peace question. What it did, however, is of no small importance. It gave public expression to the now matured thought on this subject of the French people and enabled them to crystallize their ideas.

Pressure in France

In our endeavor to ascertain the exact nature of the progress of thought during the last year in France, it is necessary not only to examine somewhat actual present conditions, but also, in order to get one's values, to take into consideration the nature of the pressure that country is under.

It may be affirmed without any exaggeration that never since the war of 1870 has France been in the throes of such revolutionary activity of thought as at the present time. Some of this it may be alleged is constitutional, but on the other hand there is much that must be admitted to be wholly of another character.

It is an obvious sign of the times that between Nov. 1 last and July 1 of the present year the unsettled condition of parties and political events has necessitated a change of ministers no less than four times. This has meant practically a new cabinet every six weeks. There is in addition at the present time a state of unrest in the labor world that is almost unparalleled in any other country. The nature of this unrest is serious and so far beyond the control of the ordinary industrial influences as to threaten the most serious consequences. Further, there exists a combination of events partly political and partly industrial throughout the country grave enough to daunt the courage of the most intrepid administrator, and to tax to the utmost the ingenuity of the wisest statesmen, and it is to the existence of this class of disturbing influence and not to any great constitutional question that must be attributed the present instability of governmental direction, which is, in fact, but a symptom of actual conditions and not in itself the cause.

It is not going too far to say that nearly every serious man in the country is at the moment if not actually alarmed at least uneasy on account of the present state of unrest and uncertainty, if not on account of actual conditions themselves.

Right in the throes of this unrest, French mentality, that highly sensitive human barometer, has received a rude shock just at the moment when it seemed to be bearing all the pressure it could well stand.

Morocco with its accompanying disappointments and complex developments has proved no easy problem to face. First came the failure of diplomacy to deal with the internal native question. This was followed by the delay of the French troops in getting to Fez, then by the Spanish interference and occupation and again by the disclosure, on the part of the Madrid cabinet, of the terms of the Delcasse secret treaty and finally by the sending of the German warship to Agadir—all tending to create a situation serious enough to tackle even in the calmest of moods.

Not many years ago, perhaps even two years, it is doubtful if France under like conditions could have kept herself within control and met with calmness and dignity a like situation; yet now we find a tranquillity and strength in the press and even throughout the country that is absolutely amazing, even to the leaders of the country themselves.

It is in this increase of poise, this self-control and moderation of attitude in the most trying national circumstances, not only of the public press but of the people themselves that we find an undeniable proof of the marked progress that has been made in the national thought in France, and in seeking for the main factor that has brought about the change, it would be idle to ignore the influence both direct and indirect of the propagation of the ideal of universal peace.

The Frenchman has begun to awaken to the fact that most if not all the chances of war have been reduced to a minimum. He has progressed to a point of realization that war is no longer a field for the acquiring of fame and glory, but an unjustifiable outrage to the conscience of an intelligent people, and what is perhaps of greater import still, his outlook upon life has changed from purely national to international.

NEW SETTLEMENTS OF SASKATCHEWAN HAVE FREE SCHOOLS

Education Is Compulsory and Remote Districts Are Provided Same Facilities as Those Near Towns

AID FROM PROVINCE

SASKATOON, Sask.—Throughout Canada, with the exception of the Province of Manitoba, education is compulsory, and in the prairie provinces two out of every 36 sections of land are set apart for school purposes. In Saskatchewan, as in the other western provinces, excellent free schools are provided under the control of the provincial Legislature.

These schools are to be found even in the newest settlements. As soon as there are five permanent settlers in a township they may apply for organization as a school section. They elect by vote, three of themselves to act as trustees and proceed on the credit of the township to erect a school building. They furnish the schoolroom, engage a teacher and apply to the township treasurer for the money necessary for all expenses. These expenses are met by liberal grants from the provincial treasury, municipal grants from the township treasury and direct taxation on the assessed property of the section itself. This equalizes the burden of supporting the schools and enables the remote settlement to provide as good educational equipment for its children as that of the older and more fully settled districts.

Often the most progressive and best conducted schools are found in new settlements far away from town or city, and attended only by the boys and girls of the surrounding settlers.

In the towns the free or public schools are divided into grades, with a teacher over each, and here the child passes his schooldays from the age of 6 years to 14 or 15. He then goes into the high school, where after a two years' course he may take a teacher's non-professional certificate or gain his matriculation certificate admitting him to the university.

If he decides to be a teacher he will then take a six months' course at one of the normal schools. If, on the other hand, he wishes to enter one of the learned professions he will spend four years at the Provincial University and will be graduated with the degree of bachelor of arts.

It will thus be seen that in Saskatchewan education is carefully looked after. In the city schools a kindergarten department is often prefixed to the ordinary public school course, so that the great educational chain extends from the early years of childhood to the very brink of manhood.

In addition, agricultural colleges are doing very much for the young people of the agricultural communities and the government is further conntemplating the establishment of technical schools in the larger cities.



JAMES A. CALDER, LL. D.
Minister of education in province of Saskatchewan, Canada.

LUMBER INDUSTRY GROWING

The lumber industry of the American Northwest has shown a growth of 144 per cent in 10 years.

LOS ANGELES PLANS MUNICIPAL RAILROAD LINE TO WATERFRONT

Surveys and Estimates Made for System 22 Miles Long From Business Center of City to the Outer Harbor

AIM TO CUT TARIFFS

By T. E. GIBBON
Chairman municipal railway committee of Los Angeles, Cal.

THE construction and operation by the city of Los Angeles of a line of railroad extending from the city's present business center to its harbor, 22 miles away, with adequate terminal facilities both on the harbor and in the business and industrial centers of the city, has been, in a manner, forced upon the attention of the business interests of the city by several considerations.

The first and foremost is the desire of our merchants and shippers, who at the present time use the harbor and in the future will use it more largely in their



T. E. GIBBON
Leader of the movement for a municipal railroad in California city

business, to prevent the imposition of freight tariffs heretofore, and at the present time, imposed by railroads transporting freight between the city's business center and its harbor. That these tariffs are excessive is made apparent by comparison with rates usually charged. The average charge for moving freight in the United States is 7 mills per ton mile. The charge on hauls averaging 200 miles in length is 11 mills per ton mile. The charge between the business center of the city of Los Angeles and its arbor frontage is, and for years has been, 8 cents per ton mile.

The three great factors of cost in railroad operation are wages, fuel and maintenance, in the order given. While the wages of railroad employees in this section are probably as high as the average throughout the United States, fuel, the second largest item in railroad operation cost, on account of the cheap oil used on locomotives, is probably cheaper than anywhere else in the United States, and maintenance, on account of the absence of extreme temperatures and floods, is probably less than in any other section of the country. Thus we have the condition that, in a community where two of the three great items of railroad operation cost are lower than in any other section of the country, we are being charged the highest freight rate.

If anything additional was needed to show the injustice of this freight rate, it is found in the fact that the rate of the Santa Fe railroad for hauling freight from the harbor at San Diego to the city of Los Angeles, a distance of 123 miles, is precisely the same as the rate charged between the harbor of our city and the business center of our city, a distance of 22 miles. Thus in point of cost of freight handling, our harbor, by the charges of the railroads transacting its business, is located 123 miles from our city, in place of being, as it actually is, 22 miles.

Another reason for the construction by the city of a municipal terminal railroad system is the fact that the city will control three fourths of the total frontage of its harbor. In order to properly equip this frontage for commerce, the city must supply it with railroad facilities of the best character so that all the municipal wharves that it will construct on this frontage can be reached by cars.

Furthermore, the control of the city over its streets gives it the power to develop a more efficient terminal system in its business and industrial centers than any other railroad in the city now has or by any possibility can have.

And one of the most important features of the proposed municipal terminal railway system is that when once constructed and in operation, the city, by offering its use on fair terms to other lines, of transcontinental roads desiring to build here, can do a great deal to insure such roads coming to our city. It is a well recognized fact among railroad men that to any railroad system contemplating building into a large city, which is already occupied by the terminal systems of other railroads that have located there in earlier days when land was cheap and easily obtained, the matter of obtaining a terminal system is regarded as the most expensive and annoying feature of the enterprise.

And many systems of railroads desiring connections with large centers of population are deterred from attempting to secure these connections by the difficulty and expense of securing terminal facilities. The difficulty and initial expense of securing terminal facilities on the part of other railroads desiring to build into the city of Los Angeles will be entirely obviated by the construction of the proposed municipal terminal system.

The advisability of constructing the city railroad system was brought to the attention of the city council about six months ago by the board of harbor commissioners. The council immediately appointed a committee consisting of the members of the harbor commission and of the public utilities commission of the city to submit plans and estimates.

During the months which have elapsed since this committee was named the line has been surveyed and options have been obtained for part of the right of way. After estimates of the cost are submitted it is expected the municipality will at once embark upon the construction of the system and it is hoped to have it completed and in operation by the middle of 1913.

It is confidently believed that the city will be able to develop a much more complete and extensive terminal system both on its harbor and in its business and manufacturing districts than any other single railroad has or can have.

The question has been asked: Will the railroads now doing business in the city exchange business with the municipal railroad, or will they not rather, by refusing to do this, embarrass those shippers who may desire to use the municipal railroad to reach the harbor or to reach their business and industrial enterprises in the city? There can be no question that if the city constructs this terminal system as it is planned, lines of railroad now in the city will be very glad to recognize and do business with the municipal system.

With the city in control of three fourths of the harbor frontage and this frontage served by the city's lines, it would be absolutely necessary for other roads doing business in the city to avail themselves of the facilities offered by the city's terminals on the harbor.

In addition no railroad doing business in a city of the size of Los Angeles, and growing as this city is, can afford to put itself in opposition to the government of the city by refusing to exchange business on the same terms with the city's lines that it does with other lines, for to do so would at once justify the city in treating it as an enemy, and in refusing to it the facilities for extending its industrial tracks which every railroad serving a city growing as this is must have if it keeps up with the demands of business.

IMPROVED POSTERS AID CITY BEAUTIFUL SAYS ENGLISH ARTIST

By MAXWELL ARMFIELD

LONDON—The pictorial advertisement usually heads those lists of city nuisances prepared by well-meaning but often short-sighted lovers of the beautiful from time to time. They demand its abolition with pathetic insistence, and while no one could conceivably uphold the "poor man's picture gallery" as at present constituted, one might as well talk about abolishing pillar-boxes. At the same time much may be done and ought to be done towards making them less unsightly.

There ought no doubt to be a municipal censor with authority to forbid any unsightly object, building or hoarding, but until the public become sufficiently educated to demand this official, our best plan possibly is to appeal to the advertiser himself with the most convincing arguments at our disposal. The clear-minded advertiser will see at once that he has no right whatever to be perpetually forcing an ugly idea on the public thought. A hoarding of discordant fog-horns might prove a striking advertisement, but no community would probably be found to say that it was a legitimate imposition, and there is no reason save the blunter color-sense of the majority, why pictorial fog-horns should be tolerated as they are.

The advertiser desires, let us say, to inform the public of his willingness to supply them with a certain article of a certain kind and quality, or to give them some similar information. The announcement must be made as strikingly as possible, first in order to attract the attention of the passer and secondly to deliver its message clearly during the very short space of time at the passer-by's disposal.

Now nothing could be more ineffective, as well as stupid, than the average modern hoarding from this point of view. It presents the picture of a lot of greedy boys shouting each other down for a sweet, in this case the attention of the passer-by. There is no one to keep order and to let them state their claims so that each can be heard in turn, and the result is a babel of noise from which it is impossible to extract such information in the time, even if one desired to do so.

This may account for the fact that so many advertisers prefer the orderly columns of a newspaper where each is sure of a chance. There is no doubt that an advertisement is useful in exact proportion to its attractiveness, and the one great attraction to the eye in the distraction of the street is order. Chaos of form and color may be startling for a moment, but it is powerless to hold the attention. And it must be remembered that a poster can only present a very simple and concise idea in the moment of time it can expect to claim for its consideration, therefore the treatment must correspond in order to give a harmonious impression. The method must never be elaborate, either in design, form or color. The intricate compositions one sometimes sees on the hoardings are as ineffective as they are inartistic, and if the reader reflect a moment he will probably find that, although he may be able to recall one of these atrocities he will be unable to say what it professed to advertise.

A poster composed of a chessboard pattern of black and white squares enclosing quite a small space of clearly printed matter would be looked at on a hoarding before a disorderly composition of complicated and riotous color, and it would be quite inoffensive to the most sensitive eye. But the ideal advertisement is some pungent comment on the thing advertised. This is more effective as a rule than a representation of the article, however "lifelike," because it fixes the idea in mind by presenting it in an unexpected relation. There has been no holding back on the part of capable craftsmen from the designing of posters (which is an excellent and most amusing training for a painter), and possibly more advance might have been made towards inoffensive hoardings had the publishers been more alive to their responsibilities. At the same time nothing but intelligence and morality in the advertiser's own methods can ever produce good posters. Greed and dishonesty will produce ugliness and stupidity to the end of time.

To mention a few of the more effective of modern posters may interest some. Frederick Walker's "Woman in White" was possibly the first artistic poster to attract attention. Aubrey Beardsley, who did so much to revolutionize the popular attitude towards pen-craftmanship, executed several small theater sheets, and Dudley Hardy's delightful "Savoy" posters are still an occasional gleam of intelligence on our London hoardings.

Probably the most perfect all-round examples of English poster design came from the firm of "Beggarstaff Bros.," a characteristic trademark that for a time veiled the identity of two young artists who have since come into the front rank as picture painters—William Nicholson and J. Pryde.

Their block and purple design for Rountree's chocolate still lingers in our stupid streets to hint of what might be, and we can only regret that their talent was so soon diverted into other channels, as far as hoardings are concerned.

In France, the name of Mucha spells all that is most chic, but his designs, although exquisite in themselves are quite ineffective on the hoarding, owing to their over-elaboration of delicate drawing which demands a delicacy of color that is quite lost in the noise of the street. The often amusing sheets of Barres, advertising light comedy or farce, were among the delights of Parisian by-ways some years ago, and his simplified figures were rendered still more effective by the invariable use of a plain white background.

One of the most important points in an effective poster is the design and placing of the type. "The less the better" is a good motto. In England W. H. Smith & Son have introduced a most beautiful and clear letter based on the Roman capital but it is not yet applied to pictorial advertisement so far as I have seen. Beggarstaff Bros. were especially notable for their lettering, they hit on a type that was more powerful than the pure Roman, which is possibly a little thin for such purposes, but was well proportioned, and spaced with such exquisite nicety as to appear even better than it probably was.

In England the pictorial advertisement has not maintained the high standard it occasionally reached 10 years ago, but the general level is perhaps higher. At present the hoardings seem to be given to a type of humorist who considers any facial distortion amusing, and anything with a block line round it, artistic; but there would seem to be a genuine and widespread movement on the European continent, especially in Italy, to improve the craftmanship of this very important branch of artistic activity.

It is interesting to notice that dramatic posters of the best class are those in which one may usually find the best work in England, but in Italy the palm would probably be given to advertisers of such mechanical goods as motor cars and electric lamps.

SECTION FROM A LONDON BILLBOARD



(Photo specially taken for the Monitor)

Effort to induce advertiser to place more artistic displays on hoardings urged by Maxwell Armfield



How about your evenings?

What are *you* going to do this evening? One can't *always* "go out"—it gets *tiresome*. Not much "news" in the papers. Talk with the folks? It's all been said before, anyway; so what's the use? How *do* you spend your evenings? What does your *family* do?

If you only had a player piano—an Apollo, for instance! *Then*, instead of thumbing over magazine ads, for lack of something better to do, you could be enjoying the *best kind* of piano music—refreshing your brain and entertaining the family at the same time.

You'll soon get so you'll look forward to homecoming and the Apollo. You'll see the influence the Apollo Player Piano will have on the musical development of your children. You'll realize that in all these years you've been without a player piano you've been missing the *biggest* thing that ever came into your life. When you begin to get the habit of slipping a new roll of music into your pocket occasionally you'll find that your Apollo Player Piano never gets to be an "old story"—that, just as long as old music is played and new music written, your enjoyment of the Apollo will ripen with the years that pass.

See the Apollo. Learn about it. The time you spend will be worth while. Find out why the direct, downward touch of the Apollo on the keys produces human-struck notes. Investigate the SOLOTHEME Device, which accents the melody or omits it altogether, playing only the accompaniment and playing that accompaniment in any one of eight different keys to harmonize with the voice or with other instruments.

We want to tell you, too, about the Metronome Motor, which will run through and rewind a roll of music without pedaling. You should know of the TEMPOGRAPH Device, which insures artistic interpretation of the tempo, or time. Send along your name. We'll send back literature that can't help but *interest* you.

Most for your money

Apollo music duplicates the manual playing of music masters because it is produced in *exactly* the same way.

Basic U. S. patents cover the Apollo features which enable it to play *human* music. As a result, no other manufacturer is *permitted* to build a player piano which plays *correctly* before Melville Clark's patents expire.

We could increase the selling price of the Apollo on the strength of the added value of our exclusive patented features and *still* give money's worth—but—we're satisfied to sell the Apollo at actual manufacturing cost, plus a reasonable merchandising profit—to take our profit on volume rather than individual sales. Our wonderful business development has proven this policy *right*.

When you're buying a player piano, you're purchasing music. The Apollo offers you best possible music at no more than others ask for *ordinary* kinds. Hear the Apollo play. Listen to what users say and you'll understand what we mean.

MELVILLE CLARK PIANO CO.
EXECUTIVE OFFICES: 524 Fine Arts Building, CHICAGO
NEW YORK SHOW ROOMS: 305 FIFTH AVENUE



Send for these two books—
Reading them is the next best thing to hearing the Apollo play. Proof that we were the first manufacturers in the world to make an 88-note player will accompany the books. Write us TODAY

MELVILLE CLARK'S APOLLO Player Piano

James D. Dyer
and Company
PEOPLE'S BUILDING
PITTSBURGH, PA.

Municipal Bonds
Industrial Bonds
Water Works Bonds
Irrigation Bonds

TELEPHONE 709 COURT

James D. Dyer
and Company
PEOPLE'S BUILDING
PITTSBURGH, PA.

Bessemer Ferro Silicon
High Manganese Iron
Standard High Silicon

BASIC
BESSEMER
MALLEABLE
FOUNDRY
FORGE
IRON
COKE
FURNACE
FOUNDRY
STOCK

TELEPHONE 709 COURT

MODERN AGRICULTURE LEADS IN INTEREST TO CITIZENS OF ILLINOIS

ILLINOIS "BACK TO FARM" WORKERS

Studious Thought Being Given to the Soil and Organizations Formed to Promote Better Farming

YIELDS INCREASED

CHICAGO—Modern methods in agriculture is perhaps commanding greater interest among the business and professional men in Illinois than any other one subject. In the heart of the corn belt, Illinois is essentially an agricultural state, but until recent years the rapid growth of commercial and industrial pursuits in Chicago and the other large centers of the state has diverted studious thought away from the soil and toward these more competitive activities.

During the last few years, however, the insistent problem of the high cost of living has forced industrial leaders to look beneath the surface for the cause—beyond the retailer, wholesaler, jobber, middleman, manufacturer, carrier, and yes, even beyond the farmer—to realize that agricultural supply is not keeping pace with the demand. The area under cultivation in the state has increased, but not in proportion to the population increase and the land is not producing more an acre than it was 50 years ago; in fact in many instances it is producing less because the farmer has been allowed to rob the fertile soil by producing corn year after year without rotating his crops.

To thinking men this situation opened a profitable line of activity that was essential to the welfare of the commonwealth. Business men took the lead and thousands of citizens of the state are enthusiastically following, until now a tremendous force is working through a score of institutions and movements, state and national, to extend and intensify the cultivation of Illinois land—to bring into bearing now worthless areas and increase the acre yields.

Development in two directions is demanded by the people of Illinois, the reclamation of 4000 square miles of swamp land, and the application of knowledge to farming that will "make two blades of grass grow where one grew before." Good roads are sought, and improvement in every way that will help the farmer get more bushels to market at a less cost a bushel. All involve questions of finance on a large scale, and most of the movement seek state or national government appropriations directed according to their plans to make the present waste produce the needed supply.

And this crusade for better agriculture and more of it must secure results, because of the kind of men that are behind it. The Illinois Bankers Association has launched a campaign for bringing new methods to the farmer, the railroads and traction companies are arousing interest and offering prizes to encourage better farming, the state agricultural college is extending its efforts further, the Good Roads Association is making a stronger appeal than ever for state assistance, the telephone and interurban railways are doing their part to advance the farmer, the Illinois Society of Engineers and Surveyors is pressing the reclamation question, and the state itself is cooperating by the appointment of special commissions to study and promote conditions.

Added to these state movements, four great national campaigns for the same results are on, that either originated here or are devoting especial attention to Illinois problems. The National Soil Fertility league, with a great purpose to bring systematically and practically to farmers in every state improved methods of cultivation, has been organized in Illinois this year. The nineteenth national irrigation congress, to be held in Chicago early in December, will devote especial attention to the drainage of wet lands. The fourth international good roads congress, recently held in Chicago, is making a strong plea for the farmer's interest. And the National Association of State Immigration Officials is just perfecting its organization for an extensive "back to the farm" educational campaign.

For many years the college of agriculture at the University of Illinois has been doing efficient work toward the advancement of agriculture in this state. Hundreds of practical farmers have been trained, experiment farms have been conducted in various parts of the state, and bulletins telling of the results of experiments have been sent to the farmers. Under normal conditions and typical soil the university fields have been made to produce an average of 87 bushels of corn, compared with the average state yield of 35 bushels, and 27 bushels of wheat compared with the state average of less than 15.

But the bulletin system failed to reach the farmers effectively, with the result that the university, through President James and Prof. Cyril G. Hopkins, chief of the college of agriculture, made recommendations to the state for action toward preservation of the soil of the state. The Illinois Bankers Association were the first to take up the question, by appointing a committee on agriculture and vocational education. Through the efforts of this committee, of which B. F. Harris, of Champaign, is chairman, the association has adopted a plan of procedure purposing to be of service to all farmers by expending concentrated effort for good farming, good living and good schooling. As a nucleus for action the association's membership is made up one-third of banker-farmers, who own and cultivate farms.



H. H. GROSS
President of the National Soil Fertility League organized at Chicago.



B. F. HARRIS
Illinois Bankers Association leader for better agriculture

The bankers offer a field test plan, with a federal government agricultural expert stationed in each county to work with the farmers, as a solution of the difficulty. This government plan is in operation in 12 southern states and has passed experiment. To this end the association has caused a bill to be introduced into Congress asking a direct appropriation for this work in Illinois, the money to be spent under direction of the state agricultural college. At the American Bankers Association convention recently held at New Orleans, the proposition was favorably discussed as a national campaign.

Akin to the bankers movement in purpose and plan, but immediately nation-wide in its scope, is the work of the National Soil Fertility League, organized this summer under the laws of Illinois. Actuated by the retrogression of Illinois agriculture in particular and that of the nation in general, a few representative Chicago business men, led by H. H. Gross, met on July 6 in the office of John J. Mitchell, and perfected the league's organization, choosing Mr. Gross president. The concept is that the problem should be solved by the farmers themselves, assisted by soil experts, trained and furnished at public expense, and that the work should be done through the agricultural colleges. The league aims to secure state and federal legislation to enable the colleges to maintain a soil expert in every county in the country, and conduct experiments in every township, for building up the soil and increasing production.



W. L. PARK
Illinois Central railroad official interested in drainage projects.

It is estimated that 3000 such experts will be required. It is proposed to start with about 500 and increase the number gradually. To accomplish this, the league has prepared for Congress a bill asking for an appropriation of $1,000,000 to begin with, and an automatic increase of $500,000 a year for seven years, to reach a final annual appropriation of $4,500,000, about five cents per capita, or about half the cost of a battleship, this money to become available whenever the state shall provide a like sum. Bills are prepared by the league for every state legislature to provide the state appropriations. Added to this will be a campaign to the public for active popular support of the appropriating bills.

The league has the indorsement of prominent leaders in almost every line of industry, and numbers on its advisory committee such figures as James J. Hill chairman; President Taft, Franklin MacVeagh, Samuel Gompers and others of prominence.

A "back to the farm" movement was started by the organization in Illinois this summer of the National Association of State Immigration Officials, representing 33 states, whose chief purpose is the publication of authentic information on the agricultural resources of the states, the preparation and distribution of short courses in agriculture for the education of young farmers or prospective farmers, and a national publicity campaign calling attention to the work of the association and the opportunities offered.

Railroads are interested in Illinois' agricultural development and are offering various forms of encouragement to farmers to increase their yields. The Illinois Central, has been successful in interesting the farmer boys in competitive cultivation, offering prizes for the best results. At the state fair in October this railroad transported 45 boys from as many counties to the fair to exhibit collections of products raised by the boys in their counties, and distributed prizes aggregating $1000.

Reclamation by drainage of Illinois' 4000 square miles of swamp and flood lands has become an acute problem because of its urgent necessity, its magnitude and the engineering complications involved. It is estimated that adequate protection of all this land would add $100,000,000 to the value of the state land and would entail an expense of about $14,000,000.

Responding to this demand the state created the internal improvement commission in 1908 to investigate the drainage problem and report its findings, with recommendations.

One of the largest projects undertaken under the district laws is the inlet swamp drainage district, on the Green river, Lee county, where, at an expense of approximately $393,000 the community is draining an area of 50 square miles and converting what was largely worthless swamp into fertile farms. By a system of gravity ditches the flood water is brought to a basin from where it is pumped over the levees into the river. Another big project is that of the East Side levee and sanitary district, at East St. Louis, begun in 1909 and to be completed within the next three years. Here 96.36 square miles, known as the "American bottoms," between the Mississippi and the Illinois bluffs, is to be reclaimed at great expense.

One of the best known and largest private drainage projects is that on the Christie and Lowe lands bordering the Illinois river near Beardstown, where 5000 acres have been reclaimed. Considerable reclamation work has been done on the Illinois, Embarrass, Cache, Kaskaskia and Big Muddy rivers, but much more remains to be done on all of these streams, and on such rivers as the Rock, Green, Wabash, Iroquois, Sangamon, Kankakee, Vermillion, Fox, Saline, Pecatonica, and many others.

Pressure is being brought to bear from many angles to secure state or national government handling of the drainage problem. The National Irrigation congress, which holds its nineteenth session in Chicago in December, is making an effort for national legislation relative to the reclamation of swamp lands similar to that passed in the reclamation act under which the government has spent $68,000,000 in watering arid lands and has $48,000,000 more available for the same purpose.

The Illinois Central railroad this summer ran a reclamation special train through 26 states from Chicago to the gulf, carrying government agricultural experts and engineers who gave educational lectures on the subject of reclamation and arousing popular interest in drainage legislation in the country traversed. W. L. Park, vice-president and general manager of this railroad, has been a dominant figure in the drainage campaign, having directed the railroad's educational work along this line, issued pamphlets and bulletins and contributed articles on the subject from time to time in newspapers and magazines.

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INCREASE SHOWN FOR OHIO'S COAL INDUSTRY IN 1910

WASHINGTON—Ohio's total production of coal in 1910 was 34,209,668 short tons, with a spot value of $35,932,288, according to Edward W. Parker of the United States geological survey.

In 1909 Ohio produced 27,939,641 short tons of coal, valued at $27,789,010. The increase in 1910 was 6,270,027 short tons, or 22.44 per cent in quantity, and $8,143,278, or 29.3 per cent in value.

Production increased in 20 of the 28 counties in the state and decreased in eight. The most notable increase was made in Belmont county, whose output gained 2,203,446 short tons. Guernsey county ranked second in increased production, with a gain of 1,601,617 tons. Athens county showed an increase of 1,462,290 tons, and the Hocking Valley district, comprising Athens, Hocking and Perry counties showed a total gain of 2,052,961 tons.

One other county, Jefferson, added over 1,000,000 tons to its output in 1909, with an increase of 1,333,563 tons.

The principal decrease was in Tuscarawas county, which fell off nearly 50 per cent, from 1,577,303 tons in 1909 to 816,189 tons in 1910.

CHURCH TO AID FIVE COLLEGES

PEORIA, Ill.—Five schools under the denominations of the Methodist Episcopal church in Illinois are to receive a percentage of $1,250,000, which is to be raised during the next five years, according to an action taken by the Central Illinois Methodist conference, which met here recently.

The schools to be benefitted under this gigantic educational campaign are: Hedding College, 40 per cent; Grand Prairie Seminary, 20 per cent; Illinois Wesleyan, 20 per cent; Illinois Woman's College, 10 per cent, and Methodists in the University of Illinois, 10 per cent.

KENTUCKY FARM GROWS ALFALFA

DANVILLE, Ky.—Alfalfa is now being grown in Boyle county with success. W. P. Givens, one of the farmers of this county, experimented with alfalfa this year and cut his first crop June 1. It netted him $45 an acre.

On July 18 he harvested his second crop from the same field, and it averaged two tons of hay to the acre. Mr. Givens cut four crops from his plantings.

CITY FOREST PAYS ALL TAXES

In Switzerland many of the best forests are owned by the cities. The city of Zurich has a highly developed forest that has been protected since 1680. It now returns a net profit of $12 an acre and supports the city, no taxes being necessary.

OHIO AND AFFILIATED STATES WATCH PLANS FOR PERRY MEMORIAL

Corner-Stone Laying at Put-in-Bay on Sept. 9, 1913, Will Be Feature of Construction of Shaft

TO CARRY A BEACON

CLEVELAND, O. — Merited honors even from grateful nations or peoples often come to men tardily. This fact finds illustration in the present crystallization of long cherished plans for the erection of a suitable monument to Commodore Oliver Hazard Perry and his capable and heroic sailors who won a significant victory over a British fleet on Lake Erie on Sept. 9, 1813.

The memorial is designed to mark the centennial of the naval triumph and will be the contribution of the United States government and of the states of Ohio, Pennsylvania, Michigan, Illinois, Wisconsin, Kentucky, Minnesota, New York and Rhode Island.

However, the delay of almost a century has not been without some advantages, as it is unlikely that at an earlier day it would have been possible to provide so gigantic, beautiful and also so useful a structure as that which is to be reared at Put-in-Bay, near the scene of the battle commemorated.

The building committee of Perry's Victory Centennial commission consists of Lieut.-General Nelson A. Miles, Col. Henry Watterson of Kentucky and George H. Worthington, Cleveland, O. An architect has not yet been selected but several designs have been submitted. It is contemplated that while the monument will recall this incident of the war of 1812 which brought cheer to the people of the infant republic and revived their courage and confidence, it shall also hold aloft a flaming beacon light to guide the mariners who sail the Great Lakes today on their errands of peace.

It is conceded that it will be impossible to complete the memorial in the period intervening before the one hundredth anniversary of the Perry victory, and it has been practically settled that in 1913 the corner-stone laying, instead of a dedication, shall be the conspicuous feature of the centennial celebration at Put-in-Bay.

The naval and military display that is to impart interest to that occasion is already assuming proportions of far wider scope than the most enthusiastic of the projectors had earlier hoped for. At a recent meeting of the commissioners among other propositions that were accorded favor was one providing for the invitation of the Rhode Island light artillery, commissioned by King Charles of England, in 1641, to participate in the exercises. It is anticipated that the different states will vie with each other in having present a variety of organizations.

The executive committee which is now representing the Perry commission, comprises John J. Manning, Ohio; Milton W. Schreve, Pennsylvania; George W. Parker, Michigan; William Porter Adams, Illinois; Rear Admiral A. W. Sanborn, Wisconsin; Clinton B. Herrick, New York; Gen. John R. Sanborn, Rhode Island; McKenzie R. Todd, Kentucky, and J. Edward Myers, Minnesota.

There are those at this late day who have been disposed to characterize Perry's accomplishments on Lake Erie as of minor significance, especially when compared with naval feats of modern times. But such an opinion is far from tenable when all the facts that marked the short campaign of the skilful and intrepid youthful American officer are considered.

When Commodore Perry received his orders to proceed to Lake Erie his mission was to create and to command a navy on the lakes which should afford protection to the frontier settlements of the young republic against a British squadron and allied British and Indian forces that were ready to continue their warfare on the American border. But no battleships were awaiting his command. It remained for him to supervise the construction of a navy from the timber standing in the forests that fringed the great inland sea.

What this meant can only be realized when it is recalled that ship-builders, sailors, naval stores, guns and ammunition had to be transported by land, over bad roads or mere trails, a distance of 400 miles either from Albany by way of Buffalo or from Philadelphia by the way of Pittsburgh. Yet despite all these embarrassments in less than six months from the receipt of his directions, he had provided a flotilla, consisting of the ships Lawrence and Niagara, of 20 guns each, and seven smaller vessels carrying from one to four guns, the entire fleet having 54 guns.

Repeatedly while these boats were in course of construction the British appeared off the harbor, but the shallowness of the water on the bar prevented their approach. However, the same cause which afforded safety to the ships in building called for ingenuity on the part of Commodore Perry for their successful launching. He overcame this difficulty by placing scows on each side of the two large boats, sinking them to the water's edge, attaching them to the ships by strong timbers, and pumping out the water. The scows thus buoyed up the ships so that they could be floated over the bar in safety. This feat was performed in the view of a superior enemy.

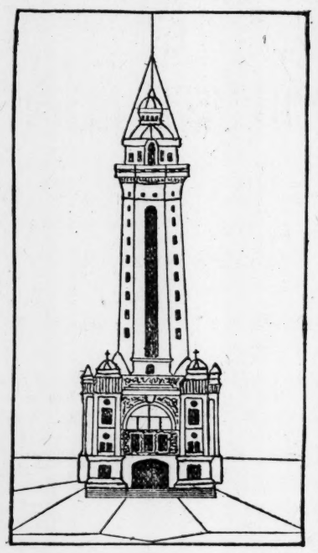
Having built his ships and gotten them in commission, Commodore Perry proceeded to the head of the lake and anchored in Put-in-Bay, 30 miles from where the British fleet lay under the guns of a fort. Several days elapsed before the movements of the English ships gave encouragement to the young American officer who was eager for an engagement. Then he was prompt to act. On board the Lawrence he hoisted his flag bearing as a motto the words of Captain Lawrence, "Don't give up the ship," which was greeted with repeated cheers by the crew.

The story of the battle that ensued has often been told. It was not a mere skirmish, as a few have tried to represent it, but a sharp action with a number of trying situations that required skill and daring.

The engagement lasted three hours and never was a victory more decisive and complete. The outcome from that triumph cannot be overestimated. Commodore Perry's significant despatch, "We have met the enemy and they are ours" brought cheer not only to the national government, but also to the pioneers who were planting homes in the new country, to whom it brought assurance of safety so that they were encouraged to go forward with their work of clearing and tilling the soil and of building up communities which are now prosperous villages and cities. The victory undoubtedly contributed to a marked degree toward the culmination of the war of 1812 and to the preservation intact of the boundary lines of the Republic.

TWO DESIGNS FOR PERRY MONUMENT





Commission has not yet selected an architect but several ideas have been submitted

CHINESE COMMISSION VISITS CLEVELAND TO STUDY CITY BUILDINGS

Seek Information in America to Aid in Construction of Library in Canton Along Most Modern Lines

ON INSPECTION TOUR

CLEVELAND, O.—A commission of three Chinamen was in Cleveland recently to obtain information to be used in the erection of a library building in Canton, China. The men visited the new federal building and the new courthouse. Later they left for Pittsburgh, Washington, New York and other eastern points.

The commission consisted of Quan Kai, special representative of the viceroy of Canton, China; Moy Back Hin, Chinese consul for the states of Oregon, Idaho and Montana, with headquarters at Portland, Ore., and Yen Sun Ho, a university professor from Canton.

Quan Kai formerly lived in San Francisco, but left some years ago to be Chinese representative of a large flour milling and exporting house of Portland. He declares that American trade in China is expanding rapidly and that the best of feeling prevails toward Americans, though the Chinese feel they are discriminated against when seeking to enter this country.

Yen Sun Ho is taking a deep interest in educational institutions with a view of incorporating new ideas into Chinese schools and colleges upon his return to the far east. He says the number of Chinese students coming to American institutions for an education is increasing each year.

Moy Back Hin has lived in Oregon and the West for more than 40 years. He owns considerable property in Portland.

OHIO INCREASES GAS VALUATIONS

COLUMBUS, O.—Natural gas companies of the state are increased in valuation for taxation purposes to approximately 3½ times the amount on which they have been paying taxes in the past by the state tax commission.

The former aggregate valuation of the gas properties of the state was $20,000,000, which has been increased to $70,000,000.

The new figures show that one company alone, the East Ohio Gas Company, which supplies Cleveland and other cities, is now appraised by the commission at the amount on which all companies have paid in the past, or $20,000,000.

Formerly the East Ohio Gas Company was on the duplicate for approximately $7,000,000.

SMALL PERCENTAGE OF SASKATCHEWAN POPULATION IN CITIES

REGINA, Saskatchewan—The most talked of subject in Regina, the capital city of Saskatchewan, and in fact throughout the province, is the marvelous development that is now taking place here.

Nor is this subject by any means confined to our home population but it is the topic of conversation in far-off Europe, in England and a great portion of the United States. The whole of Canada is apparently enjoying an era of prosperity reflected from the increased commercial, financial and industrial business of the West.

Settlers, business men, laborers, financiers, manufacturers, and in fact men in all walks of life, have been pouring into the Canadian West by the thousands, opening and developing the vast resources so quickly that cities, towns and villages "grow up in a night."

Yet so vast is this country that approximately only one-eighth of the arable land is as yet under cultivation and there is room for millions more. As the country grows so do the large centers and we who have watched the growth of the principal cities of Saskatchewan have been astonished at it, yet, optimistically consider the greater growth is yet to come. Take for instance the present population of Saskatchewan which is approximately 500,000. When the country is fully settled it will have a population of at least eight times what it is at present and this means a population of something between 4,000,000 and 5,000,000. Undoubtedly within the next 20 or 30 years this will be brought about.

In Saskatchewan as yet there are but four cities: Regina, the capital, with a population of about 23,000; Saskatoon, with 15,000; Moose Jaw, with 15,000, and Prince Albert, with 8000. So a little over 12 per cent of the population of Saskatchewan live in the cities. As compared with other provinces of the Dominion and states of the Union this showing is remarkable. The sister province of Manitoba has nearly 50 per cent of her population in her cities, while almost every state in the Union shows more than 30 per cent. of their population living in the cities. This is accounted for to a great extent by the vast area of the province which embraces over 250,000 square miles, containing a land surface of 155,092,480 acres, together with the fact of her being an agricultural and stock raising country tending to distribute her people over the broad expanses of the rolling prairie.

Not 30 years ago a handful of white settlers lived in what is now the province of Saskatchewan, while today we find district after district of thickly settled farmers, prosperous villages and towns and modern cities. Regina has paved streets, boulevards, well laid out parks and playgrounds, beautiful buildings, handsome residences, electric light and power, water works and sewerage system, colleges, schools, churches and an electric street railway.

The Humphrey Company

Originators of the Famous Humphrey Pop Corn and Pure Cream Candy, Also Owners and Operators of Euclid Beach Park and The Elysium, Artificial Ice Skating Rink

¶ EUCLID BEACH stands alone among the summer resorts of the world in achievement of high ideals. It has been the constant aim of the management to keep out and do away with any and every element that tends to intemperance or that can possibly demoralize, depress or harm. Here the tenderest child or most sensitive and refined woman can enjoy an outing without the slightest chance of annoyance or fear of trouble. No intoxicants, chance games, shows of questionable or suggestive character, or freaks, fakes or fortune telling can be found here, and perfect order is the rule. The amusement devices are far better made, safer and kept in better repair than anywhere else in the world.

¶ The safety of patrons in every way is always the first consideration. Thousands of women and children come unattended by male escort and circulate on the grounds as freely as they would in their homes. Hundreds of loaded street cars without a man aboard are eloquent tributes to the Humphrey Park Plan. The employees are of temperate, moral and trustworthy habits; many are college and high school students earning money to continue their education. There is no noisy demonstration, "ballyhooing," "spieling" or importuning to buy, and no one need spend a cent unless they wish. That the people appreciate this work is attested by the Park's unprecedented success.

¶ THE CAMPING GROUNDS. Not the least attractive feature of Euclid Beach is the spacious and beautiful Camping Grounds, about 40 acres, which adjoin the park proper and extend along the picturesque shore of the lake. Hundreds of Cleveland families, and also from many sections of the United States flock to this retreat just as soon as the summer's sun has tempered the lake breezes.

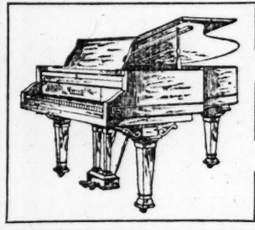
¶ The Camping Grounds are perhaps the most complete and well-appointed in the entire country. Splendid house tents with floors, screen doors and windows are installed with a complete water and gas system in each tent. The camper has therefore the advantages of city life without suffering any of its disadvantages during the heated term. Tents may be rented either furnished or unfurnished.

¶ Euclid Beach is known far and wide and is attracting the attention of resort people everywhere, and many are in some measure adopting its ideas. This work is only begun; plans that contemplate the future are maturing and Euclid Beach will always be leading for rightness.

¶ The Elysium is open from November to April and is run on the same clean, uplifting lines.

¶ We discovered that in order to have good ice at all times there must be a harmonious relation between the air above the ice and the brine which freezes the ice, and we have invented a system which brings this about, maintaining a perfect ice surface at all times.

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HOUSTON PORTRAIT PRESENTED VIRGINIA BY TEXAS ASSEMBLY

Likeness of General Who Led Texan Army in Early Days Painted and Given to Library of Native State

RICHMOND, Va.—Accompanying a portrait of Gen. Sam Houston which was presented to the state of Virginia by citizens of the state of Texas, a copy of a resolution adopted by the General Assembly of Texas has been received at the Virginia state library. This resolution, which is self-explanatory, reads as follows:

"Whereas, Gen. Sam Houston, hero of San Jacinto; soldier under Andrew Jackson; boy hero of Horseshoe Bend; congressman from Tennessee; Governor of Tennessee; chief of the Cherokees; commander-in-chief of the Texan army; twice president of the republic of Texas; United States senator from Texas, and Governor of Texas, was born in Rockbridge county, in the valley of Virginia, a sister state, which has given to the world so many statesmen, soldiers and patriots; and,

"Whereas, certain citizens of the state of Texas and others, to wit: Mrs. H. M. King, Miss Coro Redwood, Col. Archer Anderson, S. S. P. Patteson, Francis T. A. Junkin, Col. William Winston Fontaine, Hon. J. W. Terry, John H. Kirby, Maj. George W. Brackenridge, Col. Sam Park, J. M. West, Thomas P. Bryan, E. Randolph Williams, Judge S. H. Letcher, Judge Daniel Grihman, George W. West, Col. Ike T. Pryor, Dr. H. R. McIlwaine, Eugene C. Massie, Judge Robert R. Prentis, R. W. Smith, B. Adoue, John Sealy, J. C. League, M. Lasker, Maco Stewart, Daniel Ripley, Col. W. L. Moody, T. J. Groce, Henry Coke, Royal Ferris, W. J. Boaz, W. G. Newby, Paul Waples, George W. Armstrong, W. B. Loyd, W. T. Waggoner and C. M. Boncinni have united in causing to be painted by Mr. John E. Jenkins, a citizen of Austin, Tex., a portrait of General Houston, and now request that the state of Texas do present the same to the state of Virginia; therefore, be it

"Resolved by the Senate of the thirty-second Legislature of the state of Texas, the House of Representatives concurring, That the people of the state of Texas send to the people of the state of Virginia most cordial greetings and request their acceptance of this portrait of one of her bravest and greatest sons, in the hope that it may be given a place of high honor among those of the statesmen and soldiers who have sprung from her soil, there to remain as a recognition by the people of Texas of the services rendered them by Virginia's distinguished son and as an evidence of the abiding regard of the people of Texas for those of Virginia."

The artist selected was John Elliott Jenkins of Austin, Tex., who received his education in art in the Julian and Colarossi academies of Paris, France, under the instruction of the famous masters Lefeevre, Benjamin Constant, G. Curtois Meissonier, Dagnan-Bouveret and A Rixens. The artist has copied and enlarged a photograph of General Houston, which was presented by the general himself to Dr. and Mrs. S. T. Haynie of Austin, Tex., in 1862. The oil painting is said by those who have examined it to be a work of the highest artistic merit. At the same time friends of General Houston pronounce it to be an excellent likeness of its subject as he appeared toward the close of his distinguished career.

ALFRED NOYES, A POET OF PEACE

Work of Modern English Writer Who Is Devoting His Pen to Cause of International Friendship Described by Constance Armfield

(Special to the Monitor)

LONDON—At this hour, when the call to peace is sounding through the world, it is good to find a message and inspiration in the work of our contemporary poets. Alfred Noyes is a Staffordshire man.

"There have been no artists in my family, so far as I am aware," he told a representative of The Christian Science Monitor, "with the exception of my great-grandfather, who was a painter, and his work is mentioned in the history of Staffordshire, which is about all I know of it. I was at Exeter College, Oxford, for four years, where I rowed in my college eight, and wrote poetry and did very little other work."

His first poem was published in Literature, the weekly supplement of the Times. When he first came to London, he wrote a good deal for the Speaker. Blackwood's Magazine published some long poems, which attracted considerable attention, and since then the greater part of his work has appeared there. "Drake" was published serially in it, in 24 numbers, some of which occupied 20 pages of the magazine. It was an unusual experiment, but it proved a success.

In 1907, he married Garnett, youngest daughter of Colonel Daniels, who was for some years United States consul at Hull, Eng.

It is interesting to see the practical way in which a poet may work for peace. Mr. Noyes is now at work on some essays on war and peace, interspersed with peace poems. He has introduced a big peace and war scene into his Christmas play, "The Forest of Wild Thyme" (elaborated from the poem) which Sir Herbert Tree is preparing for his Christmas production at His Majesty's. Coleridge Taylor has set his peace poem to music in a very fine and simple melody, as a "Prayer for Peace," to be sung at some of the big meetings here and in America.

Some of his "peace" poems from the Gazette are being printed and issued broadcast in leaflet form for private people to send about in letters.

"Two years ago," he said, "I wrote a prelude in verse to the American edition of 'Drake,' appealing for exactly what has happened; and by some sort of vague poetic instinct I ended with a health to America, and said to the mother country:

"'Ah, but ere I drained the cup.
I found her on your breast.'

"You can imagine how tremendously all this solemn reality has come home to me. . . . Even in 'Drake' I tried to point the reader to this evolution of things towards

"'A turning of the wasteful strength of war
To accomplish large and fruitful tasks of peace.'

"The peace question is bound up in my mind with that movement towards a more highly organized unity which is the one law of all progress, and if there is any work for poetry to accomplish nowadays I am quite sure that there is its noblest field. Art should surely bring its cosmopolitan influences to bear on the subject. The destructive epigrammatists of the last 15 years have done splendid work in making people think; but I feel sure that the time has come for a more serious and constructive effort, in which I hope the poetry of the twentieth century will play its part."

Though a young man, Alfred Noyes has already won high honor in the world of letters, and his collected works breathe out a noble hope for the coming good and brotherhood of man. The poem which made him known in England and America was in epic form, and had for theme the stirring history of the great Elizabethan admiral, Drake. The tang of the sea-wind is felt throughout the ringing cantos, the freshness of English lanes, the sturdy health of English seamen; and yet, for all the wealth and change of atmosphere which colors the moving scenes, the action of the story drives resistlessly straight forward, accumulating in power and momentum until the great climax of the end is piled into colossal majesty and disperses in the mighty breadth of peace which follows a gigantic storm.



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ALFRED NOYES

Behind the incidents which press one on the other, in well-balanced plainly woven order, telling the outward adventures of the man, lies the soul-history of Drake: and in nothing does Noyes so well show his mastery of the motives which actuate great heroes, as in his analysis of the growth of Drake's spiritual nature.

The poem opens with the simple seaman, adventurous and loyal, setting out in the Golden Hynde from Plymouth sound, with four ships in attendance to wage war on the distant galleons of Spain.

Light as the seabirds dipping their white wings
In foam before the gentle heaving prows
Each heart beat, while the low soft lapping splash
Of water racing past them ripped and tore
Whiter and faster and the bellying sails
Filled out, and the white cliffs of England sank
Dwindling behind the broad gray plains of sea.
Meekly content and tamely stay at home
The seabirds seemed that piped across the waves;
And Drake bemused, leaned smiling to his friend
Doughty and said, "Is it not strange to know
When we return yon speckled herring gulls
Will still be wheeling, dipping, flashing there?
We shall not find a fairer land afar
Than those thyme-scented hills we leave behind!
Soon the young lambs will bleat across the coombes
And breezes will bring puffs of hawthorn scent
Down Devon lanes; . . ."
So they sail forth, till . . .
Height o'er height the chaos of the skies
Broke out into the miracle of the stars.
Frostily glittering, all the Milky Way
Lay bare like diamond-dust upon the robe
Of some great King. Orion and the Plough
Glimmered through drifting gulfs of silver fleece,
And far away, in Italy, that night
Young Galileo, looking upward, heard
The selfsame whisper through that wild abyss
Which now called Drake out to the unknown west.

His friend the traitor Doughty, who has been sent to thwart his mission, shares his confidence, and Drake in all simplicity confides his plans and boyhood's dreams, telling how first he came to be enamored of the sea when his Puritan father had to flee with the small Francis, to the coast for shelter. . . .
He saw again:

That small inn parlor with the homely fare
Set forth upon the table, saw the gang
Of seamen reeking from the spray come in;
Like great new thoughts to some adventurous brain.
Feeding his wide gray eyes he saw them stand
Around the crimson fire and stamp their feet
And scatter the salt drops from their big sea boots;
And all that night he lay awake and heard
Mysterious thunderings of eternal tides
Moaning out of a cold and houseless gloom
Beyond the world, that made it seem most sweet
To slumber in a little four-walled inn
Immune from all that vastness. But at dawn
He woke, he leapt from bed, he ran and look't,
There, through the tiny high bright casement, there—
Oh, fairy vision of that small boy's face
Peeping at daybreak through the diamond pane—
There first he saw the wondrous new born world,
And round its princely shoulders wildly flowing,
The magic azure mantle of the sea.

We follow then on wild adventures until the first hint of Doughty's treachery is sounded and Drake puts personal affection on one side and uses the grave responsibility he bears as captain of the expedition. He takes him therefore on board his flagship; but before he starts on the great journey into the unknown seas they are facing, he sets free the Spanish prisoners they have taken.

"In that golden world . . .
There shall we see the dust of battle-dance
Everywhere in the sunbeam of God's peace!
Oh, in the new Atlantis of my soul
There are no captives, there the wind blows free;
And, as in sleep, I have heard the marching song
Of mighty peoples rising in the west,
Wonderful cities that shall set their foot
Upon the throat of all old tyrannies;
And on the west wind I have heard a cry,
The shoreless cry of the prophetic sea
Heralding through that golden wilderness
The Soul whose path our task is to make straight,
Freedom, the last great savior of mankind.
. . . Why should we drag
Thither this old-world weight of utter gloom,
Or, with the ballast of these heavy hearts
Make sail in sorrow for Pacific seas?"

So they go forward until they reach the unknown lands, while in Drake's great heart is fought the battle between his love for his friend and his growing knowledge of his treachery.

Alone, he wanders in the primeval forest, while a storm creeps up and crashes over him. Then "In the gloom he groped" and touches the "enormous rain-washed belted ribs and bones like battlements of some mastodon."

After long years, long centuries, perchance
Triumphantly some other pioneer
Would stand where Drake now stood and read the tale
Of ages where he only felt the cold
Touch in the dark of some huge mystery;
Yet Drake might still be nearer to the light
Who now was whispering from his great deep heart
"Show me Thy way, O God, teach me Thy paths."

All round him through the heavy purple gloom
Sloped the soft rush of silver-arrowed rain,
Loosening the skies' hard anguish as with tears.
Once more he felt his unity with all
The vast composure of the universe,
And drank deep at the fountains of that peace
Which comprehends the tumult of our days.
But with that peace the power to act returned
And, with his back against the mastodon
He stared through the great darkness towards the sea.
The rain ceased for a moment: only the slow
Drip of the dim droop-feathered palms all round
Deepened the hush.

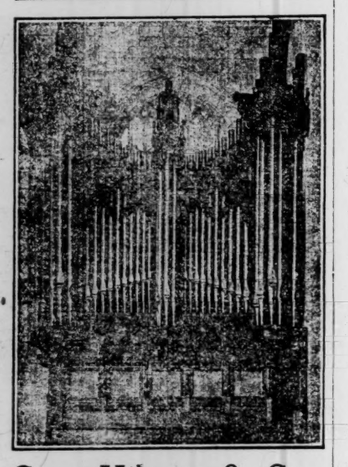
Then, out of the gloom once more "The whole earth leapt to sight" . . . The lightning reveals the proof he has prayed to have. He sees the Golden Hynde scudding to the north, leaving the five ships in the bay: and realizes Doughty has gone, "an open mutineer." They overtake the Golden Hynde, restore discipline, and go southward, until they can arraign the traitor "and acquit him or condemn." Through wild storms they forge onward while

Hour by hour the soul of Francis Drake,
Unconscious as an oak-tree of its growth,
Increased in strength and stature as he drew
Earth, heaven, and hell within him, more and more.
For as the dream we call our world, with all
Its hues is but a picture in the brain,
So did his soul enfold the universe . . . he had found indeed
God's own Nirvana, not of empty dream
But of intensest life.

At last they reach land, and the court-martial is held, and Doughty is condemned and slain. Then comes Drake's realization of the need of equality. He will have no more gentlemen, no priest, for all are kings.

Why, 'tis these very tyrannies o' the soul

(Continued on page nine)



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TENNESSEE A STATE OF WIDE VARIETY



This structure is an exact reproduction of the famous Grecian Parthenon, and is noted feature of Tennessee's capital city

NASHVILLE, Tenn.—Because of the various altitudes and general varied topography of the state, Tennessee in many respects is the most remarkable of any state in the Union. It extends from the Mississippi river on the west, beginning with an altitude of 250 feet above the level of the sea, to the Unaka mountains along the eastern border, which rise to an altitude of 6000 feet.

Between these boundary lines, there are at least eight distinct divisions, every one having an altitude differing from all others. With these numerous variations, a general rainfall averaging 51 inches annually, and a very rich soil in most sections, Tennessee is capable of producing all products, except tropical fruits, which can be grown in the United States.

In addition to these developed and undeveloped resources, the state has vast wealth in timbers and minerals. It has the best remaining hard wood forests in the South. In each of three counties, Scott, Hardin and Wayne, there are more than 250,000 acres of virgin timber, and there are extensive forests of hard wood in many other counties. Coal and iron ore can be found in abundance, in juxtaposition, and therefore pig iron can be produced at less expense than in most states yielding these minerals.

The entire Cumberland plateau, covering an area within the state 100 miles long and 50 miles wide, is underlaid with coal and along its eastern escarpment and elsewhere are extensive and rich deposits of iron ore. The valley of east Tennessee, extending from Chattanooga to Bristol, a distance of 150 miles, is virtually underlaid with marble. Copper, lead, zinc, limestone, building stone, phosphate rock, cement rock, barites, brick and pottery clays, and many minerals of minor importance are among the state's valuable annual productions.

Tennessee in general, and middle Tennessee (the blue grass region) in particular, are noted for the raising of fine live stock.

Nashville, the capital, located practically in the geographical center of the state, is the natural receiving and distributing point. It is situated on the Cumberland river, a navigable stream and has ample railroad facilities. It has more manufacturing industries than any other city in the state, and surpasses all other cities of the South, irrespective of size, in many particulars, some of which are its publication and printing establishments, the products of its flour mills, its manufacture of railroad cars, red cedar ware, stoves and ranges, fertilizers, brick and pottery products, and in the manufacture and distribution of shoes.

Besides its manufacturing and commercial industries, Nashville presents many other attractions to home-seekers. It is the natural gateway to the South and, therefore, continually entertains a large transient population.

Statistics show that Nashville has more institutions of higher learning than any other city in the United States except New York. Vanderbilt University and Peabody College having a national reputation. It also has four of the largest educational institutions for the negro race in the world, Fisk University, famous for its "Jubilee Singers," being among the number.

As its principal streets extend for many miles beyond its boundary, over wooded hills and through fertile valleys, its country home sites are especially attractive. The Parthenon in Centennial park, an exact and the only reproduction of the famous Grecian original, would be the beauty spot in any city, in any land.

ALFRED NOYES, A POET OF PEACE

(Continued from page eight)

We strike at when we strike at Spain for England.

He inspires them to go forward now to conquer the new worlds and break Spain's power for ever: to win "the great commandment of the sea."

And let its glory roll with her dominion
Round the wide world for ever, sweeping back
All evil deeds and dreams. . . .

He tells them his vision, how:
I saw new heavens of freedom, a new earth
Released from all old tyrannies. I saw
That brotherhood of man, for which we rode,
Most ignorant of the splendor of our spears,
Against the crimson dynasties of Spain.
Mother of freedom, home and hope and love,
Our little island, far, how far away,
I saw thee shatter the whole world of hate,
I saw the sunrise on thy helmet flame
With new born hope for all the world, in thee!
Come now to sea, to sea!

And ere they knew
What power impelled them, with one mighty cry
They lifted up their hearts to the new dawn
And hastened down the shores and launched the boats
And in the fierce white outdraught of the waves
Thrust with their brandished oars and the boats leapt.
Out, and they settled at the groaning thwarts,
And the white water boiled before their blades,
As, with Drake's iron hand upon the helm,
His own boat led the way; and ere they knew
What power as of the wind bore them along,
Anchor was up, their hands were on the sheets,
The sails were broken out and that small squadron
Was flying like a seabird to the south.

From adventure to adventure they go on, breaking the power of Spain, taking her galleons, freeing slaves, sailing through the Magellan straits and up far northward, through all the loneliness of unexplored seas and lands, until they come southward once more and meet "Keen-faced and grave-eyed Indians," near San Francisco, who welcome them as gods and pray that Drake would stay and rule them.

And the vision of the great
Empire of Englishmen arose and flashed
A moment round them, on that lonely shore . . .
A federation of the strong and weak,
Whereby the weak were strengthened and the strong
Made stronger in the increasing good of all;
A gathering up of one another's loads;
A turning of the wasteful rage of war
To accomplish large and fruitful tasks of peace,
Even as the strength of some great stream is turned.
To grind the corn for bread.

E'en thus on England
That splendor dawned which those in dreams foresaw
And saw not with their living eyes, but thou,
England, mayst lift up eyes at last and see,
Who, like that angel of the Apocalypse
Hast set one foot upon thy sea-girt isle,
The other upon the waters and can'st raise
Now, if thou wilt, above the assembled nations,
The trumpet of deliverance to thy lips.

Then they turn their face homeward, laden with treasure, until the wrath of Spain surges round England, clamoring for the head of Drake.

"And while the world awaited him, as men
Might wait an earthquake, quietly one gray morn.
. . . a little weed-clogged ship,
Grey as a ghost, glided into the sound
And anchored, scarce a soul to see her come. . . ."

The nation rapturously greets its hero; the Queen welcomes him, and champions him; Spain is defied. The love story of Drake and Bess of Sydenham comes now in a delightful interlude, from which we quote two verses of the lyric which with many others bestrew the pages of the cantos.

Sweet, what is love? 'Tis not the crown of kings,
Nay, nor the fire of white sepraphic wings!
Is it a child's heart leaping while he sings?
Even so say I;
Even so say I.

Love like a child around our world doth run
Happy, happy, happy for all that God hath done,
Glad of all the little leaves dancing in the sun,
Even so say I;
Even so say I.

The lovers are united and Drake bears off his bride by the sea . . . though always, behind the love-idyll there lurks:

The sense of some tremendous change at hand,
The approach of vast armadas and the dawn of battle . . .

Yet there comes first "the diviner dawn."

Dawn, ever bearing some divine increase
Of beauty, love, and wisdom round the world,
Dawn, like a wild rose in the fields of heaven
Washed gray with dew, awoke, and found the barque
At anchor in a little landlocked bay,
A crisp breeze blew, and all the living sea
Beneath the flower-soft colors of the sky,
Now like a myriad petaled rose and now
Innumerably scalloped into shells
Of rosy fire, with dwindling wrinkles edged
Fainter and fainter to the unruffled glow
And soft white pallor of the distant deep, .
Shone with a mystic beauty for those twain
Who watched the gathering glory . . .

Soon Drake is let loose again and sweeps the seas now until Spain trembles and the great Armada gathers, ready to descend on England. Then, in canto after canto, follows the story of that terrible sea-conflict.

"The charts and secrets of the wild unwhispered wealth of India" are taken from a Spanish cabin and "The first foundation stone was laid of our great Indian empire."

But now the seas
Darkened indeed with menace; now at last
The cold wind of the black approaching wings
Of Azrael crept across the deep. . . . and
A swift gunboat foamed into the Sound
With word that all the Invincible Armada
Was hoisting sail for England.

The Golden Hynde is superseded now by the little Revenge. The great rolling periods, the majestic change of rhythm in which the Titanic struggle is related, must be read. Throughout, the sense of a great power beyond all human ken moves behind the narrative. The sea, the legions led by Rome, the tiny handfuls of the Englishmen who fight for freedom of conscience and freedom from the cruelties which marked the Spanish rule in those days—take form of definite spiritual powers and issues which unfold in meaning as they are read and reread and studied. From the mere point of view of narrative these last books of the epic are compelling in their fascination and the marvels of their word pictures. Here is a passage towards the close:

Dawn, everlasting and omnipotent
Dawn, rolled in crimson o'er the spar-strewn waves
As the last trumpet shall in thunder roll
O'er heaven and earth and ocean. Far away,
The ships of Spain, great ragged piles of gloom
And shaggy splendor, leaning to the north
Like sunshot clouds confused, or rent apart
In scattered squadrons, furiously plunged,
Burying their mighty prows in the broad gray rush
Of smoking billowy hills, or heaving high
Their giant bowsprits to the wandering heavens,
Laboring in vain to return, struggling to lock
Their far-flung ranks anew, but drifting still
To leeward, driven by the ever-increasing storm
Straight for the dark North sea.

Here is the keynote of the fight:
Not mankind
Waged it alone. War raged in heaven that day,
Where Michael and his angels drove once more
The hosts of darkness ruining down the abyss
Of chaos. Light against darkness, Liberty
Against all dark old despotism, unsheathed
The sword in that great hour. Behind the strife
Of men, embattled deeps beyond all thought
Moved in their awful panoply, as move
Silent, invisible, swift, under the clash
Of waves and flash of foam, huge ocean glooms
And vast reserves of inappellable power.

Finally comes the picture of the complete destruction of the wealth and might of the huge legions, conquered by no human agency.

The cry of faith, and the holy trust which had been given into England's hands, is gloriously expressed in the concluding lines:

To meet that doom
Drake watched their sails go shrivelling, till the last
Flicker of spars vanished as a skeleton leaf
Upon the blasts of winter, and there was nought
But one wide wilderness of splendor and gloom
Under the northern clouds.
"Not unto us,"
Cried Drake, "not unto us, but unto Him
Who made the sea, belongs our England now.
Pray God that heart and mind and soul we prove
Worthy among the nations of this hour
And this great victory, whose ocean fame
Shall wash the world with thunder till that day
When there is no more sea, and the strong cliffs
Pass like a smoke, and the last peal of it
Sounds thro' the trumpet."
So with close-hauled sails,
Over the rolling triumph of the deep,
Lifting their hearts to heaven, they turned back home.

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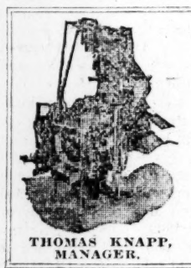
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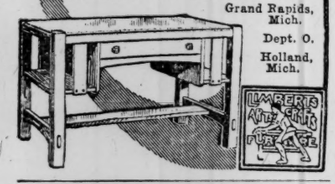
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OKLAHOMA PROGRESS REVEALS BIG THINGS DONE IN SHORT TIME

System of Graded Schools Is Being Introduced for Children of Farmer by Combining Rural Districts

CITIES GROW FAST

OKLAHOMA CITY, Ok.—The biggest thing in Oklahoma is its spirit of doing things—big things. Oklahoma believes in herself and every true Oklahoman believes in himself. It is a state of activity.

Everything grows in Oklahoma, the bank, the mercantile house, the school, the church and the population; but best of all, the people grow. The horizon is large, the perspective accurate and opportunities all about. The men are college bred and the woman ready to take an active place beside the husband. More new school houses have been erected in Oklahoma City in the last 10 years than in the entire state of Massachusetts. They forget, if they ever knew, that the government has been looking after the education of poor Lo for 50 years and has provided him with advantages that have not been enjoyed by any boys and girls in any state of the Union, save the few who are blessed with the wealth and culture of private schooling of the highest order.

The virgin soil of Oklahoma is the state's greatest resource, notwithstanding the fact that Oklahoma has more coal than Missouri, more shale than Kansas, more gas than West Virginia, more oil than Pennsylvania, more granite than Vermont, and more limestone than Indiana.

While Oklahoma has not begun to more than scratch her soil, last year she raised a $45,000,000 corn crop, an $80,000,000 cotton crop, a $21,000,000 wheat crop, a $3,500,000 alfalfa crop, a $2,000,000 broom corn crop, as many potatoes and sufficient smaller crops and fruit to bring the total up to $160,000,000. This year, notwithstanding the drought, the total will be larger and on Jan. 1 the Oklahoma farmer will be in better shape than a year ago.

When Oklahoma has a good farmer on every 160 acres on the Indian territory side of the state, as she has on the Oklahoma territory side, when these farmers have begun to till the soil with the skill of the New England or Iowa farmer, we will produce annually from the soil of this state from $400,000,000 to $500,000,000. The opportunity awaits 100,000 real farmers to enjoy the profits of this virgin soil and the advantages of this mild climate. No other spot on the globe really has more substantial advantages to offer the thrifty young farmer, who knows how to plant, when to reap and how to market. Willing hands will find profitable employment.

The writer has purposely placed the problems of church and school first in this article. Finance, commercial development, railroad building, highway building, street improvements, municipal building and all of these kindred problems have so often occupied all of the space given to the story of the West, that the average reader has come to think that this is all they know out West. The average western city has much better buildings than the East. This is particularly true of the smaller towns; but because most people have heard this fact so often they may come to the conclusion that churches and schools are neglected. A bigger mistake could not be made.

More men may be found in church in Oklahoma City on Sunday morning than in any city of New England having 100,000 population. The church spirit is more general and it includes the best men in all of the professions. Church fellowship is as popular as civic pride and as persistently worked at. Ten thousand boys and girls attend Sunday school every Sabbath morning in Oklahoma City. During the past two years four new church buildings costing from $100,000 to $200,000 each, have been erected in this city, and today two more of like size are under construction. A dozen smaller churches have been erected.

Oklahoma offended the financial masters of Wall street when she made her constitution, in providing for a corporation commission that would look after the interests of the people of the state, having sufficient authority to tell the railroads what they could, and what they could not do. In retaliation Oklahoma financiers were told they could not get the capital with which to construct new railroads. Every time any one from Oklahoma has applied to Wall street for money he has been told to go home and get his constitution amended.

The attempt to do this has failed on two occasions. During these three years Oklahoma has built 450 miles of new railroad, and at the present time has under construction half as much more. Local capital, assisted by foreign bond buyers has built the roads without the help of the eastern money king, and in some instances in spite of his opposition.

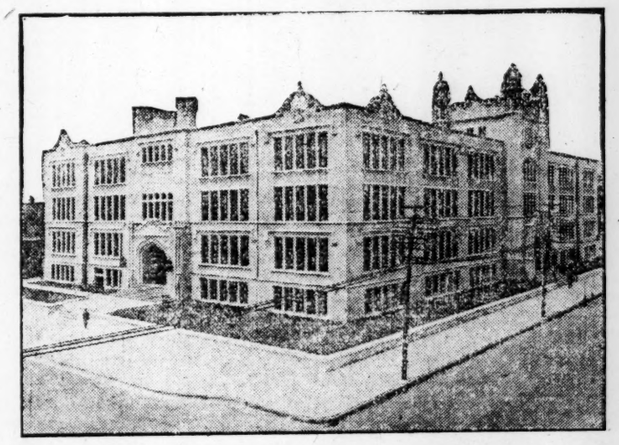
The corporation commission, to which the roads have so bitterly objected, have put trains on the roads where there was a demand for them and sufficient business to make them pay; they have stopped trains where the local interest was of greater moment than the through traffic. They have seen that chronic offenders of public courtesy were dismissed, and that men who respected the public's rights were put in their places. The most insignificant citizen with a real grievance can get a hearing and action on it in Oklahoma as quickly as the biggest corporation lawyer in the land. This is the chief reason the constitution of Oklahoma has been bitterly reviled by the eastern press. The constitution and its instrument, the corporation commission, is more popular today than the day the constitution was adopted.

Oklahoma City is today engaged in selling $1,000,000 worth of real estate within a mile of the heart of the city, from the proceeds of which she will erect a capitol for the state, making the state a present of it.

Last year the total building permits issued in Oklahoma City amounted to $5,493,203. The first seven months of the dull year of 1911 has seen sufficient amount issued to insure that nearly as much building will be done in the city as last year.

There are some underlying conditions in Oklahoma that make for growth, intellectually, civically, and financially. The people represent 45 states. The constitutional convention which wrote Oklahoma's fundamental law, and which, notwithstanding the reviling of the interests, reserves more power to the people than any other like document in America, was composed of men from 20 states and Oklahoma and Indian territories, as well as a representative from England and one from Scotland.

NEW HIGH SCHOOL IN OKLAHOMA CITY



Building cost $500,000 and is said to have but one equal in this country

The high school building cost $500,000 and has but one equal in America, the new one in Boston. School spirit is as dominant in Oklahoma City as it is in Boston and the percentage of literacy, according to government figures, is higher in the state of Oklahoma than in the state of Massachusetts.

In Oklahoma City the pastor of the Christian church is a member of the board of directors of the Chamber of Commerce. This minister is not too dignified nor too busy to commingle with business. This same man nearly always joins the special train of business men when they go out over the state on what is termed its annual trade excursion. He is loved and appreciated because he is a good fellow and yet he has never done anything that has in any way compromised his standing with the business men, but he has done much to draw these men to him. All respect him. It is the Oklahoma way; it is in the atmosphere; the spirit of the people.

Oklahoma City has grown faster than any other city in America during the last 10 years. According to the official census, the population was but 10,037 in 1900 and 64,205 in 1910. This growth is typical of the growth of all kinds of business. A bank in this city that 10 years ago had $50,000 capital stock and $125,000 deposits now has $500,000 capital stock, a $100,000 surplus and more than $6,000,000 deposits. During that same time the number of banks has increased from three to 15. The high school had about 150 students 10 years ago; today there are nearly 2000.

Education is not appreciated solely in the cities, for the country districts are taking up the newest ideas of rural schooling in America. A half hundred consolidated schools have been organized in Oklahoma, each comprising what were three to four district schools under the old plan. These schools are graded and organized to get as efficient results as may be found in the average village of three or four teachers. The pupils are gathered in the morning in wagons and hauled to school and in the evening they are returned to their homes in like manner. The plan is not only successful, but is developing a better school spirit wherever it has been tried. One county that formerly had nearly 100 temporary single-teacher schools, now has but 28 schools and more than 100 teachers, all of whom have graded work.

From its earliest settlement Oklahoma schools have been infested with politics. The normal, agricultural and preparatory university schools, as well as the university proper, 14 in all, were each in the hands of a politically appointed board of regents. Recently the Legislature passed a law placing all of these state schools, except the agricultural and mechanical college, in charge of one board of seven members. This change has made a decided improvement, but it will take time to remove entirely the mark of politics.

The state superintendent of public instruction is ex-officio chairman of the board, while the other six members are appointed by the Governor, their terms being for six years, two of which expire every second year. As this is the first board of the kind in the country, its work and the results will be watched with no little interest.

Sixty per cent of the 450,000 children in the schools of Oklahoma are in the country schools, hence the greatest problem before the new board of education and the one that they desire most to successfully solve, is how to give to these children the advantages enjoyed by the boys and girls in the graded schools in the cities. The plan of the consolidated schools is solving this problem satisfactorily, as far as it has been thoroughly established.

Oklahoma has established the principle that the education of the masses to the highest possible standard is of greater import to the state than in giving a college or university education to the few. Working along this line, she is making provision for the best facilities for the education of the boy and girl in the country. Increasing the educational strength of these children will not only greatly enhance the future citizen of the state, if they were to go no higher; but if the foundation of education is thus securely laid, it naturally follows that higher education will have a wider field.

The surprise to all eastern people is the unusual education of the Indian.

NEW MEXICO TAKING ACTIVE PLACE AS A FULL-FLEDGED STATE

First Election Carries Out Wishes of Territorial Governor for Conduct That Would Command Respect

DATES BACK TO 1539

SANTA FE, N. Mex.—Thanksgiving day this year finds New Mexico a full-fledged commonwealth, taking her part in the activities of the states of the Union. The first election under the constitution, held early this month, fulfilled the well wishes of Governor Mills, the last executive under a territorial form of government, who said in his proclamation:

"In closing this proclamation for the first state election in the state of New Mexico, issued by the last governor of the territory of New Mexico, I cannot refrain from offering my congratulations to the people of the new state upon the realization, though long deferred, of their hopes and aspirations for admission into the Union, upon an equality of all other states thereof, and I express the confident hope and belief that the people of this great commonwealth will so conduct themselves in the organization and maintenance of their state government as to command the deserved admiration and respect of all sections of our great country."

The recorded history of New Mexico dates from 1539, when Marcos de Niza, a Franciscan friar, accompanied by a Barbary negro named Estevan, of Estevaneco, traversed the country from Mexico to the Zuni Indian villages, then known as the "Seven Cities of Cibola" in the western part of the territory. In February of the following year Francisco Vasquez Coronado, guided by Niza and accompanied by a large force marched from Compostela, Mexico, to Cibola, storming and capturing Hawikuh (which he named Granada) in July.

Early in the nineteenth century a considerable trade sprang up between the province and the settlements along the American frontier, notably Kaskaskia in Illinois and later Franklin and Independence in Missouri, which increased from $22,000 in 1822 to $750,000 in 1844. That was the beginning of the overland commerce by the way of the famous Santa Fe trail which came to a close when the Atchison, Topeka & Santa Fe railroad entered the territorial capital in 1880.

Mexico having thrown off the yoke of Spain in 1821, New Mexico became a Mexican province. In 1824 it was made a territory and in 1836 a department, remaining such until 1846 when it was taken possession of by Gen. Stephen W. Kearny in the name of the United States.

In 1848, by the treaty of Guadalupe Hidalgo, New Mexico, the boundaries of which were very indefinite, but which comprised Arizona north of the Gila, and a part of Colorado, was ceded to the United States, and on Nov. 25, 1850 the territory was organized through the agreement by Texas to the New Mexico boundary, under the act of Congress approved Sept. 9. In 1863 western New Mexico became the territory of Arizona, and in 1865, a northern strip was annexed to Colorado.

While possessing important mineral resources, New Mexico is prominently an agricultural country, great strides having been made in the last few years in reclaiming semi-arid lands by irrigation projects and by tilling the soil by dry farming methods.

The mining industry of New Mexico is important. From 1860 to 1890 $17,600,000 in gold was produced; in 1903 the value of the gold was $384,685, silver $148,659, copper $860,737, lead $94,939. New Mexico also has an extensive coal area which lies chiefly in McKinley, San Juan, Colfax and Rio Arriva counties in the northern and western parts of the state.

As the territory greatly increased in population during the last five years, the New Mexico public schools have developed apace. New Mexico also maintains the University of New Mexico at Albuquerque, the College of Agriculture and Mechanical Arts at Las Cruces, a normal at Las Vegas, a normal at Silver City, a school of mines at Socorro and military institute at Roswell.

FRANCE BIG ALUMINUM MAKER

France now turns out over 200,000 tons of aluminum each year.

FEDERAL WORK OF CONSERVATION SHOWS PROFITS

WASHINGTON—The summer work of the geological survey shows no lessening in conservation activities. During the month of June the land-classification board of the survey appraised 174,910 acres as coal land in the western states, placing a valuation thereon of $3,239,369.

At the minimum price under which these lands could have been sold before the present regulations were in force, this same area would have brought only $1,922,179.

The survey also classified 1,415,415 acres as noncoal land and transmitted the finding to the general land office so that the land might be restored to the public domain.

There have now been classified under the present administration, in 40-acre tracts, 16,873,370 acres as coal land, with the valuation of $711,992,537. The valuation of these same lands at the minimum prices would have been $266,652,431, the difference in favor of the government under the present policy being therefore $445,340,106. During the same period 39,215,844 acres have been classified as noncoal land and restored to the public domain. In June three new withdrawals of supposed coal land were made in North Dakota and Wyoming, embracing 714,923 acres, and four restorations were made in Idaho, Montana, Utah and Wyoming, aggregating 1,847,264 acres.

In connection with the classification of oil land, the secretary of the interior withdrew in June 170,333 acres in Wyoming, making a total of 3,970,429 acres of oil land now standing withdrawn and awaiting needed legislation in the interests of the conservation of the nation's extensive petroleum deposits.

In administration of the phosphate lands 149,129 acres found not to contain phosphate deposits were restored to entry, leaving a total of 2,399,416 acres of phosphate land standing withdrawn and also awaiting necessary legislation. The tonnage of these important deposits has been conservatively estimated at over two billion tons of high-grade phosphate rock.

Of land available for the development of water power 10,019 acres were withdrawn during the month by the secretary of the interior, making a total of 1,515,423 acres, including thousands of water-power sites, standing withdrawn in aid of proposed legislation which shall allow for their development and yet protect the interests of the public.

CAPITAL OF INDIANA IS WORKING OUT FINE BOULEVARD SYSTEM

Parks and Streams of Indianapolis Being Beautified and Connected by Network of Public Driveways

NEAR STATE HOUSE

INDIANAPOLIS—The first conception of a "system" of parks in Indianapolis, when work began according to a plan, was in 1895. Today there is beginning to appear in the network of streets and avenues of Indiana's capital a line of boulevards connecting all of the large parks, and interwoven are the smaller parks, little streams and lagoons, the river and streets of beautiful homes which in themselves are almost continuous parkways along the sidewalks and drives.

The original plan of the city's streets adapts itself most favorably to the work in hand. Alexander Ralston, a Scotch architect, had in mind the ideals of Major L'Enfant, whom he had assisted in planning and surveying the national capital, when he was chosen in 1821 to lay out Indianapolis.

Among the first evidences of something tangible which would enter into the systematic work of park improvements was the building of beautiful stone bridges over White river and Fall creek. New bridges there had to be, and the question was whether to add enough expense to a necessity to combine in it the elegant and ornamental. This work began with the construction of the stone bridge over Fall creek at Central avenue in 1900, which was quickly followed by the building of 10 other bridges.

A part of all of the small streams that run through the city will be used in the development of the park system. Sections of the work have already been completed and work is now being prosecuted on other parts. When this work began, that part of Fall creek from Capitol avenue east to Thirtieth street, a distance of a mile and a half, was nothing but a ragged, unkept, country stream, with the additional disfigurement of plenty of signs posted along its banks.

In some localities, this disfigurement was further accentuated by the dumping of ashes, tin cans, and all kinds of city refuse. The signs with occasionally a temporary board retaining wall, together with five iron truss bridges, were the principal decorations between Capitol avenue and Thirtieth street. Today the channel has been cleared of rubbish and obstructions; along the south bank the parking and boulevard have been finished from Capitol avenue to Central avenue; the bank has been terraced and sodded, and a concrete retaining wall built at the water's edge; cement walks and an occasional flower bed complete the work of beauty and charming effect.

The old iron bridges have been replaced by stone structures, and the work of reclaiming the north bank of the creek is progressing rapidly. This is only a small section of the proposed plan for connecting all of the large parks by a system of boulevards and small parks.

The idea of combining the beautiful and artistic with the useful has recently taken shape in a proposed plan to relieve the crowded condition of the state capitol building. The State House is two squares west of the Indiana soldiers and sailors monument and occupies the center of a site containing a little over eight acres or two city blocks. It is being completely encompassed with business buildings and as these would increase in height, the State House would gradually be "shut in" by a wall of commercial buildings, thus losing the architectural setting of which the dignity and worth of the building is deserving.

It has become a necessity to relieve the congestion in the building, provide more room for the state library and museum and give up the space now occupied for these purposes to offices and committee rooms. A plan has been proposed that the state buy all of the ground from Washington to Ohio street and from Senate avenue to West street, to be used for a plaza around which future state buildings would be constructed as needed. A library building, a museum and a building for the supreme and appellate courts already have been discussed.

The city would take up the idea on a smaller scale and continue the improvement from West street to White river, thus connecting with the parking and boulevard system and bring the approach down into the business center of the city.

A part of the north side of the plaza would be skirted by the canal and military park, which would combine with the sunken garden, fountains, flowers and trees of the plaza in a natural and pleasing extension of its artistic lines.

It has been roughly estimated that the improvements would cost $2,200,000 based on present land values. Should it be necessary to wait several years before some of the land needed in the work is acquired, the rise in land values will probably increase this estimate. One of the very noticeable features of the improvement is the rise in the value of property near sections that have been finished and where work has actually begun.

The boulevard alone does not dominate the improvement in any way. In every instance where it is possible to obtain the ground, a sufficient amount is purchased to give the appearance of, or in some cases to actually provide a park rather than merely a boulevard.

When one observes that the realization of the park system means an almost uninterrupted parkway encircling the city, then takes into consideration that all of the streams passing through the city will be rescued from the dumping ground, the channels cleaned out and made wholesome, and both banks beautified and improved, that some of the most uninviting and dreary wastes will be changed into the most beautiful and attractive, he begins to get some conception of the work and the benefits therefrom.

GLIMPSE OF INDIANAPOLIS BOULEVARD



(Photo by Bretzman)

Showing Fall creek at Illinois street where park effect is obtained instead of mere highway

EDUCATION IN KANSAS

By E. T. Fairchild, state superintendent of public instruction

KANSAS is the second state in the Union in point of literacy. The advance made by the public schools since its organization as a state is fully abreast of the splendid progress made in all other directions. A brief comparison of the statistics then and now will clearly establish this fact.

Fifty years ago the value of all public school property was $10,000; today it is $20,800,000. During this same time the school population has grown from less than 5000 to 516,000. The amount paid out for school purposes in 1863 was $54,000, while in 1910 it was $9,800,000.

Fifty years ago the average length of the school term in weeks was 12.8, while now it is 30. That is to say 17.2 weeks have been added. The number of teachers employed has increased from 300 to 13,467. For salaries of teachers the amount has grown from $14,000 to $5,700,000. The salaries of teachers has increased from an average of $18 to $61 a month.

But these are in large part but evidences of the material growth of our schools. And this material betterment is most gratifying. It is a long cry from the little sod schoolhouse of 1861 to the splendid school buildings of today. The high school buildings, unheard of in the early days of our state, are marvels of beauty and excellence. Ranging in cost from $10,000 to $200,000, they stand as splendid examples of twentieth century care and consideration for the well-being of our youth. The country schoolhouse, too, is feeling the effect of modern appreciation of the esthetic and the value of a proper environment for the child. Proper lighting, heating and ventilation are now regarded as essential qualities.

But, better than all of these is the demand for more thoroughly and more widely trained teachers. However well the teachers of the early sixties met the need of the times, the teacher of today must be vastly better trained. Our views of what the schools must do for the child have radically changed. To prepare our boys and girls for the active duties of a new and wonderful age requires much more than a passing knowledge of the three R's. The twentieth century that promises to be the most complex, the most strenuous and the most democratic of all the ages calls for a broader and a more comprehensive training than sufficed for our fathers.

And so it is that in our high schools today practically every teacher is a graduate of the university, the college or the normal school. In the grades of the city schools the teachers are at least graduates of a four-year high school course, and by 1917 no one may teach in any school in Kansas who is not a graduate of an accredited high school.

Among the more distinctive features of the Kansas school system may be mentioned an effective truancy law, the county high school system, the Barnes law and the normal training act.

The truancy law requires that all children between the ages of eight and fifteen shall attend school throughout the school year. That this law gets results is shown by facts and figures. It has not been in operation quite 10 years, yet within the last decade, and on an increase of but 2000 in school population, the actual enrolment has increased 9000 and the actual average daily attendance 28,000.

In 23 counties, either by a direct vote of the people or by special act of the Legislature, a county high school has been established. These schools are supported by a general county tax, and tuition is free to all pupils in the county.

In 35 other counties what is known as the Barnes law is in operation. By the provisions of this act any county, by a majority vote of those voting upon the proposition, may, within certain financial limits, assume the support of all high schools accredited by the state university in the county and located in towns of less than 16,000 inhabitants. Tuition in these schools shall then be free to all pupils in the county.

The law that has made provision for a normal training course in high schools is one of the striking educational advances in our history. Graduates from a four-year course in the recognized schools, the last year of which has consisted of prescribed normal training work are, upon passing the examination by the state board, granted a two-year renewable teachers' certificate valid in any county in the state. One hundred and sixty high schools will have such a course for 1911-12 and fully 1500 seniors will be engaged in a serious study of how to teach. "Better rural schools" is the educational slogan in Kansas. The first requisite for these better schools is better teachers. Two years' experience with the normal training act promises the solution of that problem and at the same time shows an increasing popularity of the high school.

Another and a notably progressive step is the introduction of the study of agriculture and domestic arts into our high schools. Under our new law 96 high schools will institute and maintain such courses the coming year, thus recognizing the two fundamental industries of the human race. The rural school, too, will take up the subject of agriculture this winter. Indeed, the high schools, with their college preparatory, normal training, commercial, manual training, domestic arts and agricultural courses, are appealing to all the interests and meeting all the needs of all the people as never before. This is no idle boast, but again the showing of actual figures. Witness: In 1899-1900 the enrolment in the high schools of Kansas was 10,000; in 1909-10 it was 30,000—an increase of over 150 per cent in 10 years, and that, too, on an increase of but 2000 in school population. In short, we are coming to recognize that the first duty of every school is to the community that supports it. The vocational training of our boys and girls must go hand in hand with the purely cultural and disciplinary training.

Best of all, however, is the recognition by the state of its obligations to the public schools. Up to two years ago, Kansas had never appropriated one penny for the support of its public schools. July 1 there was available $400,000 to be used in our common schools for the next two years. At last the Kansas boy and girl have come into their own. The Kansas schools have done much for our state. The progress has been marvelous; the schools of today are splendid in their efficiency, but the schools of tomorrow will be still better.



E. T. FAIRCHILD
State superintendent of public instruction in Kansas

U. S. PAYROLLS SHOW INCREASE

In 1816 there were approximately 6321 names on the federal pay roll, or about one to every 1300 of the population. In 1911 there are 384,088, or one to every 242 of the population. Add 121,000 for the army and navy, 1415 for representatives abroad and nearly 7000 as employes of Congress itself and of the judiciary, and we have a total of 513,854, or one in 180 of the population. Fourth-class postmasters apply on private account some 64,000 clerks, many of whom do other than postal work.

SUEZ CANAL TONNAGE

Last year there passed through the Suez canal 5433 vessels (an average of about 15 a business day), with a net tonnage of more than 16,500,000. This was a gain in tonnage of considerably more than 1,000,000 over 1909.

MANY HORSE-POWER FOR MILLS

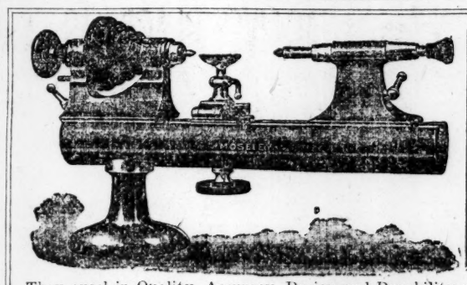
It required 2,000,000 horse-power to operate the textile mills of the United States, of which 500,000 horse-power is produced by electricity.

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Otto Goritz, Baritone of the Metropolitan Opera Co. His children's musical tastes are being formed with the aid of the Pianola Piano

A Double Reason For Buying The Pianola Piano

THERE are two sides to the Pianola Piano from the purchaser's standpoint.

One is the *Amusement* side.

The other is the *Educational* side.

The amusement side everybody realizes. It is impossible not to recognize the immense possibilities for enjoyment furnished by a piano that *everyone can play and play well.*

Many persons who would not feel justified in buying a Pianola Piano for pleasure alone, however, do not hesitate when they once understand its serious value as a musical educator, particularly in instances where there are young music students.

> There is only one way by which a taste for good literature can be cultivated in growing children —that is by giving them free access to the best books. Similarly in music, a child's understanding cannot be developed unless a means is provided for frequent hearing of good compositions.

How else can this be so conveniently, so certainly attained as by installing a Pianola Piano in the home?

Learning to Love the Piano; Not Dread It

Not only is the Pianola Piano of supreme importance in teaching appreciation and love of music to children as well as grown people, but it is of invaluable assistance to the pupil learning to play by hand.

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It reveals the goal for which the pupil is striving and thus encourages him to keep up his exercises. It shows what perfect technique is, it stimulates a desire to progress, it trains the ear, educates the taste, develops appreciation of style, creates real musical comprehension.

And above all, through its vital improvement—the Metrostyle—the Pianola Piano teaches *musicianly interpretation as indicated on Pianola music rolls by the world's leading musicians.*

The Aeolian Company.
Gentlemen:

I want to tell you how capitally my children are doing with the Pianola Piano. At first, I thought that perhaps its perfect technique and almost humanly sensitive expression devices might make them averse to learning to play on the keyboard; but I find, as a matter of fact, that it works just the other way. As soon as they learn from it how a selection ought to be rendered, they go at it as hard as they can, and are much pleased if they happen to approach the Pianola's perfection.

But, of course the best part of it all is the fact that whether I am at home helping them or not, I can be sure that their musical education is going on along the right lines. I have never seen the equal of the Pianola Piano and a good selection of Metrostyled rolls for properly forming a child's musical tastes, and, as we all know now, it really ought not to be undertaken in any other way.

That I, personally, derive immense pleasure from playing on it I think you already know.

Believe me,
Cordially yours,

Otto Goritz

New York, 30 October 1911

Wide-spread Recognition of the Pianola in Educational Circles

The educational value of the Pianola is no longer an unproved theory. The greatest educational institutions in the country now use it in their musical courses, just as they provide a laboratory for students of chemistry or collections of birds and insects for students of natural history.

Among the noted schools and colleges now using the Aeolian Company's instruments are—

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Melbourne University Australia	University of Michigan
Ethical Culture School New York City	Teachers' College New York City
	and numerous others

There are hundreds of homes throughout the world today, where children have been taught to understand and appreciate good music through the aid of the Pianola Piano. There are hundreds of children being taught to play the piano by hand, whose love of music and desire to learn to play was originally developed by this wonderful instrument.

In view of the great mass of evidence it is not too much to say that parents who fail to equip their homes with the Pianola Piano not only deprive themselves of a boundless source of pleasure but *are actually compelling their children to study music at a marked disadvantage.*

THE PIANOLA PIANO is a piano of the regular type with the Pianola *inside its case.* It has a regulation keyboard for hand playing and practice, and does not differ in tone, action or appearance from pianos that have no player-action in them.

As a player-piano, the Pianola Piano is available to everyone. Due to its patented expression devices, such as the Metrostyle, Themodist, etc., the performance of even an unmusical person with the Pianola Piano is artistic and thoroughly enjoyable.

IMPORTANT This phase of the Pianola—its educational value—is so little understood by parents generally, that we have had prepared a little booklet on the subject, that is both interesting and genuinely informative. Its author, Gustav Kobbé, speaks with authority, as he is not only a musical critic and author of prominence, but has had the advantage of observing the influence of the Pianola in his own family.

We will be very glad to send this booklet, free, to every one desiring it, together with a catalog giving prices, of the Pianola Piano, descriptions and details of our *easy purchase plan. Mail the attached coupon.*

The Aeolian Company has spared no pains or expense in preparing the music for the Pianola Piano. Over 16,000 music-rolls, embracing all classes, are now available and new ones are continually added. In this work many famous musicians and musical educators, such as Paderewski, Moszkowski, Dr. Richard Strauss, Debussy, Chaminade, Prof. Walter R. Spalding of Harvard, Geo. Coleman Gow of Vassar, Albert A. Stanley, University of Michigan, and many others have assisted

It should be clearly understood that this musical library is for exclusive use with the Pianola Piano and constitutes a most important factor in favor of this particular instrument. Player-pianos are not Pianola Pianos. The Pianola Piano was not only the first in the field, but has been the *first in improvements* since. This is attested by the fact that both the musical and the educational worlds are unanimous in their preference for the Pianola Piano.

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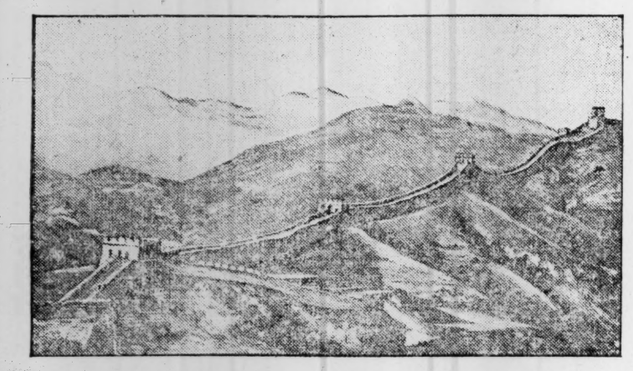
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THE CHRISTIAN SCIENCE MONITOR

Thanksgiving Number — 1911 — Section Three

BOSTON, MASS., WEDNESDAY, NOVEMBER 29, 1911

MONUMENTAL BARRIER STILL STANDS



Great wall of China, seen near Nankou Pass, extends over the heights

GREAT WALL OF CHINA IS INSPIRING

Racial Feeling Finds Modern Expression, However, in Splendid Chinese-Built Railway Conquering Mountains and Cutting Through Old Barrier

PEKING, China—A trip to the Great Wall of China is perhaps the most attractive as well as the most satisfying side trip that can be made by those who are interested in the many sights of this great empire. No picture can be painted, nor can adequate description be penned, that will convey the full realization of the grandeur of this oriental achievement.

At a time when China is before the eyes of the world in its endeavor to adopt the intricate system of western civilization, it is worth while to dwell on a few of China's great achievements and thus strengthen expectation of future accomplishments. Among the most celebrated are the Grand canal from Tientsin to Hangchow, the irrigation works in the province of Szechuan and the monumental stone bridges throughout the empire; but the Great Wall is the crowning marvel.

This huge line of masonry, extending snakelike over mountains and valleys and surmounting every obstacle, illustrates the ability of the Chinese as builders, their industry and their determination. The completion of this immense barrier in 10 years is a lesson to those who doubt modern China.

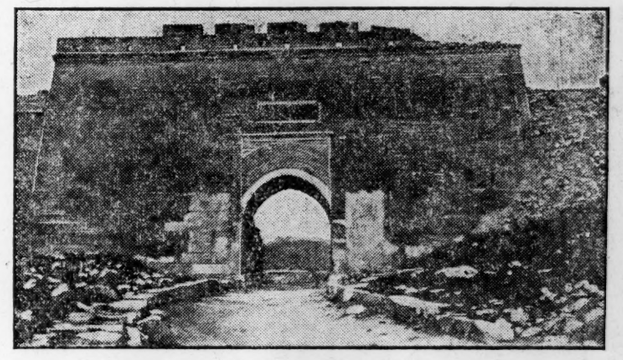
The visitor to the Great Wall will see a concrete example of what the Chinese can do in the way of adopting western institutions, for the railroad built by Chinese engineers from Peking to Kalgan, a distance of 130 miles, cuts through the wall at the great caravan pass of Nankou. This railroad passes through a mountainous country, presenting many unusual problems for the railroad builder and all of these difficulties have been overcome in the most thorough fashion so that the road stands as one of the finest examples of heavy railroad construction.

In traveling along this road the tourists may see unique and interesting pictures of Chinese life while the scenery compares well with what is to be seen in the well known scenic lines in the Rockies. One admires most, however, the success of this first attempt of the Chinese to build a railroad themselves and the most creditable way in which this work has been accomplished. Notwithstanding the fact that this road passes through heavy cuts up to 85 feet in height and that there are three tunnels, 21 bridges, and scores of culverts especially made to provide against washouts caused by a very heavy rainfall, the cost of the construction has been even lower than other roads in China over easier routes that have been built under supervision of foreign engineers. This is largely due to the absence of the middle man in dealings where Chinese alone are concerned.

On account of the cheapness of the labor this road has been built in a manner more substantial than similar roads in the United States are built. For instance, instead of fills of loose stones, the Chinese with their cheap labor can put in carefully placed riprapping at the same or even less cost, while masonry construction may be found used in cuttings and fillings where in America such construction would be considered a waste of money.

Ultimately the Peking-Kalgan railway will be extended to the Siberian frontier where it will meet with the trans-Siberian railway and thus shorten the distance very materially between Europe and Peking. The building of the present line has resulted in allowing the visitors to the Great Wall much greater comfort and convenience in reaching the Nankou Pass where the wall may be seen at its best. Formerly considerable hardships had to be endured incidental to travel by donkey through a country without any modern conveniences.

ROADS AND RAILWAY PIERCE OLD WALL



Gateway through great structure at Nankou Pass is aid to Chinese commerce

NORWAY IS INTRODUCING FOREST CONSERVATION TO SAFEGUARD BIG INDUSTRY

(Special to the Monitor)

WHEN considering the experience of a country like Norway it is always necessary for readers who are citizens of great and wealthy countries of the world to guard against being deceived by the smallness of the actual figures. They must always bear in mind that this article deals with a country larger in extent than Great Britain and Ireland, but only scantily blessed with natural resources; only 3 per cent of the surface can be put under the plow and the population is hardly 2,500,000.

Perhaps the best way to realize the very important part which the forests play in the national economy of that country is by remembering that of the total value of the export of the country about 40 per cent is accounted for by the value of timber and wood pulp and of paper made from wood pulp.

At the present day, when higher ideals of citizenship are breaking through, whether they be called new nationalisms or whether they be known by any other name, there is generally a disposition to greet these phenomena with general approval, but directly it comes to taking practical steps arguments are generally thrust forward showing that they are delaying developments and robbing society of the benefits of such development, and legislators generally have to meet very great opposition when subordinating the immediate benefits to what they conceive to be the general interests of the country. It is always difficult to prove conclusively that by delaying developments you are thereby serving the interests of the country best, even though sacrificing immediate benefits.

If the Norwegian legislators of 50 years ago could have foreseen what the future had in store, there is no doubt whatever that their actions would have been quite different to what they were. It must strike any one as very curious that in a country like Norway the percentage of the total acreage of forests which belong to the state and municipalities, or to other public authorities, is only 12.4 per cent, whereas in the case of Sweden the percentage is 33.2 per cent, Germany 33.7 per cent, Finland 35 per cent, Russia 66.4 per cent.

In the sixteenth, seventeenth and eighteenth centuries some legislation was attempted. In several cases the guiding principles were quite sound, but the reason why the legislation was attempted at all was the argument that unless steps were taken to protect the forests, the King's navy might find itself without sufficient timber of big dimensions for its own necessities. The legislation was not called for by the people, who had no appreciation of the necessity for it, and it therefore suffered the fate of most legislation of this kind, which did not originate with the people—it remained a dead letter.

In 1739 the forest office was founded. It was much misunderstood by the peasantry, and was probably considered to be merely an interference with individual initiative and liberty and remained ineffective.

In 1660 the King of Denmark and Norway abrogated the form of government which had been in existence up to then, and assumed autocratic power. The treasury was therefore much in need of money, and it was during this period and afterwards that irreparable damage to the public interests was done. Large tracts of forest were sold at ridiculously low prices. The forest properties belonging to the crown or to the district, were called commons. One of the most important of these commons was sold for $500.

Another large common was leased to a clergyman for $250 annually and it was reported to his majesty that this was an advantageous price. A portion of this common was resold in 1890 for about $160,000 and it is safe to assume that it had been by that time denuded of a great deal of its timber. As late as 1849 a large part of another common was sold for about $200. Not long afterwards the value of the timber on that property was estimated at $50,000. Fortunately the remainder of this common was saved through the effort of a forester in public service, and the net profit to the state from this remainder of the common amounted to about $75,000 during the subsequent 50 years.

Some years previously other crown properties had been sold for about $700. The timber on the same property is today valued at over $500,000, but perhaps the crowning instance of all was the sale of a property called Grondalen for the ridiculous sum of $10. The property is today valued at $100,000.

Fortunately the interest of government and Parliament in the forest properties was awakened, and in 1849 a commission was appointed and in view of the great resistance which has been witnessed in recent years against the measures taken to protect the community, it is interesting to notice that at such an early period, the commissioners were bold enough to state as one of their conclusions, that on account of the importance of the forests to the country, not only for economic but also for climatic reasons, the forest properties were not suitable for private ownership. This recommendation was not acted upon.

The commission further recommended stopping the sale of crown lands and the appointment of foresters possessed of theoretical knowledge, who should be responsible for looking after the crown lands and who should also be at the disposal of the community and assist the peasantry with advice. These recommendations were acted upon. The amounts which the state could spend were very small but probably as large as the financial situation would allow, and really the way it was done is of more interest than the extent to which the state was able to do it. After all the most important part of these efforts was their educational value.

The number of foresters paid by the state was increased gradually. Methods of protecting the forests from insects

(Continued on page two)

NEW CHANNEL ISLAND LIGHTHOUSE SOLVES QUESTION OF EXPENSE

World of Nautical Engineering Interested in Structure Designed by Edinburgh Firm at Guernsey

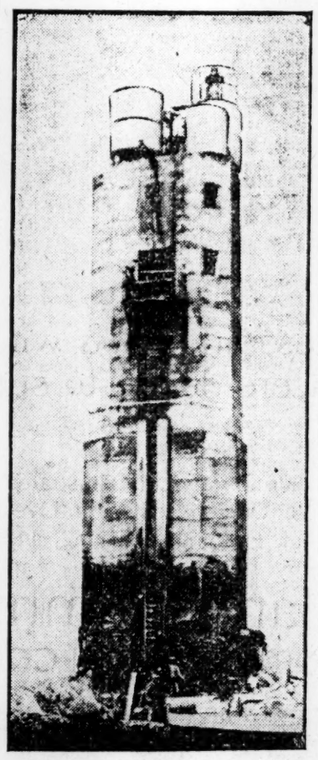
COST CUT ONE SIXTH

(Special to the Monitor)

LONDON—The authorities responsible for the safe guidance of shipping through the rocky approaches to the harbors of St. Peters port and St. Sampsons, Guernsey, had a difficult problem to solve recently. The increase in passenger traffic demanded additional safeguards, but to erect a lighthouse with full equipment and with accommodation for keepers would have cost approximately £60,000 (about $300,000), a sum which seemed prohibitive. The rocks upon which it was desired to build were situated a mile from the island and named the "Platte Fougere." Victor Hugo alludes to them in his "Toilers of the Sea."

Twenty miles to the north is the Casquets lighthouse, well known to those passing down channel and to American liners calling at Cherbourg or Havre. Between the Casquets and Guernsey harbors no other lighthouse existed to mark the rocky passages. In these circumstances a well known Edinburgh firm of engineers tackled the problem and designed a novel construction which, being the first of its kind, is exciting the interest of the world of nautical engineering.

The lighthouse together with the house on shore for the keepers and the machinery cost about £10,000 and it has been in use for a sufficiently long time to have proved itself a great success, for it has shown that storm-swept rocks may be marked out at one sixth the cost hitherto accepted, besides considerably reducing the cost of maintenance.



(Photograph copyright by E. O. Catford, Guernsey)

LIGHTHOUSE IS UNINHABITED

The lighthouse in uninhabited. It is built of ferro-concrete, the side exposed to the open sea being so shaped as to offer the least resistance to the waves. The light is derived from acetylene, two steel cylinders containing dissolved acetylene, supplying sufficient light for two months. The burner is attached to the top of one of the air tanks to be presently described. The light is turned on and off each day by means of a clock.

An important consideration was the need for a powerful fog signal to be worked from the shore. During a fog, power is transmitted from the shore station through a heavily armored cable over a mile in length. By means of this air is compressed into three tanks erected on the summit of the tower. A clock, automatically wound by compressed air, regulates the action, allowing a blast to pass every 90 seconds through a siren and horn. So powerful is the blast that it has been heard to a distance of 26 miles. Electrically each blast is signaled to the engine house on shore.

To complete the safeguards, a peaceful use of an old fort has been made. If through any cause the lighthouse siren fails to sound, the siren on the disused Ft. Doyle is immediately brought into action, two blasts being given every 90 seconds to differentiate it from the lighthouse which gives one blast every 90 seconds.

Two keepers only are required, who live on shore. A device for which the principal keeper is responsible insures that should the man on duty fail to register at any hour of the day or night, electric alarm bells call out the other keeper, thus acting as an additional safeguard and securing constant watchfulness.

Lighthouse keepers in other parts of the world as far as Scotland and Australia have become interested in this arrangement seeing in it an aid to efficient watching and an advantage to themselves in emergencies.

OPENING OF PANAMA CANAL IS WELCOMED AS BENEFIT BY THE HAWAIIAN ISLANDS

HONOLULU—Hawaii sets great store on the completion of the Panama canal. One cannot talk five minutes with a business man here in Honolulu without his mentioning the future development of the country due to this marvelous work. Fortifications are being constructed and a "second Gibraltar" is rearing itself over at least one island of the Pacific. In the matter of forts Oahu is getting all the plums. Hawaii, Kauai and Maui are to be protected by cruisers in time of invasion.

In connection with the fortifications in the "Crossroads" comes the need of a repair station for vessels of the United States and those of any friendly power. In times past when a vessel of any size needed attention from the shipwrights or machinists it was necessary to take it, under its own steam or canvas when possible, to Mare island or Bremerton on the American Pacific coast. In time of war this would be out of the question and a drydock in Hawaiian waters was considered necessary. The great Dewey dock was towed here, but the Hawaiian dock, which is to be even greater in dimensions, is to be built here and the work is progressing to the satisfaction of every one. Pearl lochs, a miniature inland sea a short distance from Honolulu, was selected as the most available place.

The original appropriation for this dry dock was $1,760,000. To this several hundred thousand dollars have been added for the reason that after all of the plans and specifications for a dock 620 feet long had been drawn it was discovered that there should be a larger one to accommodate the largest battleships in the American navy. So now the length is 320 feet with a width of 110 feet and a clear depth of 35 feet. Timbers for the smaller dock which had been taken from Washington forests were cast aside, so far as this work is concerned, when the changes were made in the plans. This meant delay, too. The contract had been let to a local company of which Walter Dillingham, an island boy, is the president.

The dredging at Pearl harbor is second only to that at Panama in the Canal Zone. Of course this includes the work of dredging the harbor channel, making the locks easy of access to the biggest vessels. This work has been going on daily for four years and employment to hundreds of men has been furnished. A new town has sprung up in a locality that was a cattle station with but little vegetation. In the construction of the dock false crib work that must be anchored is used. This is built on the plan of a frame house.

The skeleton is sunk, weighted with thousands of tons of lava rock brought from a gulch several miles away. Once down the water is pumped from the structure which has been thoroughly bulkheaded. Then concrete is poured in.

Cement is one of the large items in the cost of this $2,000,000 drydock. It is estimated that 200,000 barrels of this product will be used in the work.

In addition to a vast quantity of cement blocks there will be as much stone brought into requistion. More than 1000 granite blocks will be used in the construction and these will be brought from quarries in California. Each block, weighing more than a ton, is cut and tested at the quarries before leaving there. Being dressed and ready for placing they will be transported from the quarries direct to Pearl harbor and swung into position from the vessel.

Engaged in this mammoth operation seven dredgers, brought from the mainland, were for a long time in the locks and no two were of the same type. The bottom of the locks is mainly coral and it requires machines of tremendous strength and lifting power to bite into and hold the coral rocks. The turbine type churns the coral and then draws it by suction through a tube and by other power it is forced through pipes to deep water where it is discharged. Another type picks up the coral, deposits it in her own bunkers and carries the mass into deep-water pockets in the Pacific. The machines are manned by men who have had experience in sea bottoms of every description and they work well.

The Pearl harbor drydock is eight miles from Honolulu and is accessible by land or water. Trains on the Oahu railway will run directly to the buildings and the electric railway company contemplates paralleling this road so there will be ample opportunity for the officers and men of the warship to get into town. Located near the dock will be two forts in which some of the largest guns used in United States fortifications will be placed. In two years the fortifications will be surrounded by green grass. Eighteen thousand trees have been set out as a nursery and these will be planted in time for decorative and shade purposes. The building for the officers will be of concrete and built on the most approved plans.

NORWAY FOREST AND MOUNTAIN VIEW



(Copyright, Spooner & Co., London)

Scene near Ulrik shows nature of country which government is working to enrich by forest planting

GEORGIA TO BOOM COMMONWEALTH THANKSGIVING DAY

ATLANTA, Ga.—It is estimated that 10,000,000 post cards, pamphlets, newspapers and other kinds of literature advertising Georgia will be mailed today to people in other states and countries.

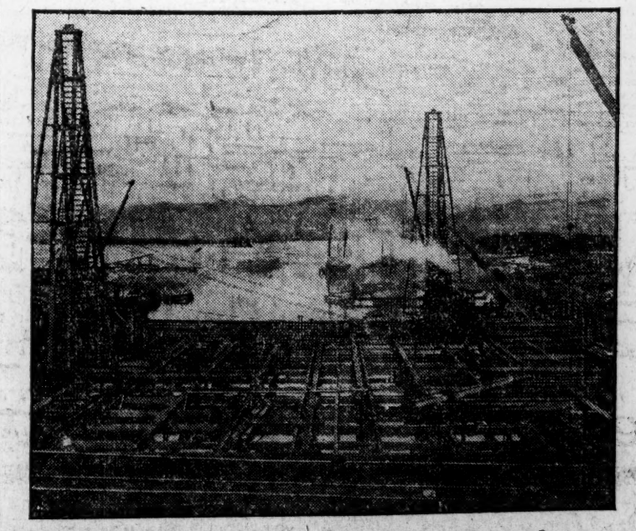
Leading business men of the state were prime movers in the plan to make Thanksgiving day especially notable to Georgia.

"Everybody is in on this," said Frank Weldon, chairman of the movement. "The school child can send its card to its little friend in a distant state; the great merchant, manufacturer, banker, professional man, farmer or workman are all invited to join in the effort to reach as many outside people as possible and to make them think and talk of Georgia."

FISHING GROUND FOR BERMUDA

Bermuda will soon have a salt water fishing preserve covering an area of about five square miles. It will be made by constructing a sill of concrete across the single narrow opening which unites Harrington sound with the ocean, and fixing a screen to prevent the exit of fish.

CRIB IN POSITION AT PEARL HARBOR



False dock structure is pumped out and filled with concrete

AREA OF WESTERN CANADA FOREST LANDS ENLARGED

WINNIPEG, Man.—By recent enlargements the aggregate area of the forest reserves in western Canada is now 25,186 square miles, as compared with 16,312 square miles formerly. The increase in Manitoba is 9½ square miles, the area now under reserve being 3584¾ square miles, as compared with the previous area, 3575¼ square miles.

With the present area of 937 square miles under reserve, the Saskatchewan reserves have increased by 197 square miles over the former area of 740 square miles.

Alberta's reserves have well nigh doubled in area, being now 18,564½ square miles, as compared with 9702, an increase of 8862½ square miles.

In British Columbia alone has the area under reserve been lessened. In that province the former reserved area was 2295 square miles; the area reserved is now 2115¼ square miles, thus showing a decrease of 179¾ square miles.

The largest forest reserve is the Rocky Mountain reserve of 18,213 miles, which includes Rocky Mountain park, Jasper Forest park and Waterton Lakes park.

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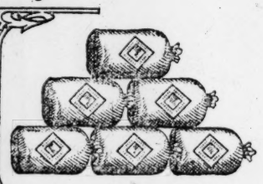
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DUKE OF NORFOLK'S ARUNDEL CASTLE IS RUGGED YET MODERN

(Special to the Monitor)

LONDON—Arundel castle, the Sussex home of the Duke of Norfolk, upon whom as earl marshal devolved the chief duties connected with the organization of the coronation of King George V., and who not only is Premier Duke of England but adds to his other titles the quaint one of "chief butler," is a magnificent pile of buildings, beautiful in the extreme, not only on account of its situation, raised as it is above the little town of Arundel in truly feudal manner and set against the verdant background of its park.

Whether seen rising up suddenly and sharply from the narrow streets of the village, or distantly shimmering in the sunshine from the east, or viewed from the flat river meadows of the Arun, it always delights one by the boldness of its position and its rare combination of ancient ruggedness and the comparatively modern air of smoothness and comfortable prosperity which restoration has imparted to it.

The main entrance to the castle is over a drawbridge and beneath the Fitzalan and Norman towers. These splendid towers are of exceedingly ancient date. The former called after Richard Fitzalan, the eleventh earl, having been built in 1295. This earl also rebuilt part of the older Norman gateway, beyond which one emerges into a quadrangle, three sides of which are formed by the private and state apartments of the Norfolk family, and on the fourth side of which stands the magnificent old Norman keep, the most ancient part of the castle, portions of it being undoubtedly of Saxon origin.

The "Gateway Chambers" were supposed to have been occupied by the Empress Matilda as early as 1139, while tradition would carry us still further into the misty ages, and assert that here Alfred the Great also sojourned; certainly he left to his nephew Althelm his manor of Arundel, and as the manor commands the entrance to the valley of Arun from the sea, it may be presumed that a careful soldier like Alfred would in all probability protect it by a fortress.

The steps up to the keep are both picturesque and romantic and must have been even more so before the necessary restoration of the surrounding walls was undertaken.

The east tower of the castle and a portion of the southeast front adjoining it are believed to have been erected by Earl Roger, as they bear traces of the Norman influence.

The west wing was built by Richard Fitzalan the thirteenth earl in the middle of the fourteenth century. Ransoms paid by the French prisoners taken at Crecy are said to have helped to pay for the great hall and adjoining buildings which he erected.

The east wing dates from the time of Henry VIII., and is supposed to have been the work of William Fitzalan or his son Henry.

Bernard the twelfth Duke of Norfolk, to skip over many many years, completely renovated the castle which had gradually fallen from its high estates after the struggles of the Roundhead times, beginning his work in 1791.

Arundel castle has no lack of thrilling moments in its history. The first siege of which we read was in 1102, when the third earl, Robert Belsmere, rebelled and Henry I. came to its walls to subdue it. His hasty assault upon it came to nothing, as in the meantime Robert had surrendered at Shrewsbury.

The next siege of which we hear was in the reign of Stephen; and later when the great struggle between Charles I. and the Parliament was in progress the "Roundheads" seized the castle while the earl of the day was absent. After this it had a comparatively uneventful time.

The park in which the castle stands is very beautiful. No wonder that Turner, Constable, Prout and Vicat Cole, as well as hosts of lesser artists painted here. The far famous Swanbourne lake has ever been their chief haunt, but there are many other spots, such as those where the Coombes or rugged chalk cliffs, clothed with luxuriant overhanging foliage afford a delightful foil for the smoothness of the surrounding downs, or where the satin-barked beeches rise from the soft springy soil, bedded with russet leaves, and allow one, through their delicate green boughs, a glimpse of the deep blue haze of a summer's day beyond.

The Southwood gate, beside which flows the Arun, opens on one of the sweetest river scenes imaginable. High wooded hills whose trees reach down to the water's edge and precipitous chalk cliffs form the boundary of the river on one side, while on the other stretches the verdant plain of the Arun, just discernible through the tall rushes. Each bend in the river reveals some fresh picture, till at length Arundel castle once more comes in view, seen flanked on one side by the deep shade of woods with its towers outlined against the sky and its bewildering extent enhanced by a wide foreground of cool green meadow land.

SWANBOURNE LAKE IN ARUNDEL CASTLE PARK



(Photograph copyright by J. White & Son, Littlehampton, England)

A favorite spot for artists—There are many other equally attractive retreats on the estate that surrounds the home of the Duke of Norfolk

CONSERVING NORWAY FORESTS

(Continued from page one)

were studied, and private forest owners received free assistance. Schools for foresters were founded; planting schools were also formed, setting an example in recreating the forest where reckless owners had destroyed it. Much was also done to reclaim bog-land for forest cultivation. Another branch of state activity was the establishment of a station for the provision of suitable seed. Although it took a long time, these efforts have borne excellent fruit in awakened public interest expressed through the formation in 1898 of the Norwegian Forest Society.

The society is in receipt of a grant from the state, but most of the work has been done through private initiative, and at the expense of public-spirited citizens. Branch societies have been formed all over the country; the parent society again giving them grants.

Through the initiative of the society, 8,000,000 plants are being set annually and the number is increasing. A large quantity of seed is sown annually. Further, miles of ditches are being dug annually to reclaim bog-land. At the present rate of progress the society is thus increasing the forest area at the rate of about 25,000 to 30,000 maal annually (one acre practically equals four maal), and as it is reckoned that where the ground is suitable these new forests will be ready for cutting in 40 years or possibly less, it will be seen that the society is in this way adding very large sums annually to the national wealth. The result of the initiative of the society is now being seen in the work which the farmers are now undertaking at their own expense on their own properties; in fact, it is possible that forest owners are now doing at their own expense quite as much as the society itself is doing.

The area of all the Norwegian forest lands is estimated to be 69,000,000 maal (about 17,250,000 acres), but of this 17½ per cent must be calculated to be unproductive. The average value was calculated to be about $2.60 per maal. The value of forests varies very much according to the nature of the trees and the geographical situation; in fact, it varies from about 10 cents up to $12 per maal.

It is the pine and fir forests which are valuable; those consisting of birch and other ordinary leaf trees being much less valuable.

When the forest commission had stopped the sales there were still considerable areas in possession of the state and of the educational commissioners; likewise there were forests belonging to the locality and the farmers jointly, i. e., they belonged to the public authority, but all the farms had certain "rights of usage" to take out wood for their own purposes. Since then a good many forests have been bought by the state, but to a great extent they have been forests of indifferent value in the public interest generally, so that the state forest department has always been working at a disadvantage compared with private owners. In spite of this, the financial results have been eminently satisfactory.

At the present moment the public forests comprise over 10,000,000 maal, of which over 600,000 is pine and fir forest. The average value is estimated at about 60 cents, or about one fourth of the average value of the whole country. The reason for this is that about 60 per cent of the whole is situated in the northern part of the country or in high altitudes and chiefly consists of leaf trees. The total value of the public forests is really reduced to 20 per cent through the various farmers' "rights of usage." The net profits from the public forests from 1857 to 1907 amounted to $2,750,000. During the same period the increase in value was over $2,000,000. The value of the so-called rights or rights of usage was somewhat under $2,000,000. Thus the result of state management of property which was despised by the private property owners is over 170 per cent in 50 years.

Perhaps one can get the best idea of the results of modernized forestry and of the influence upon forest values of modern industry by taking the case of the forests around the rivers debouching at Drammen, where the population has been singularly energetic.

These forests comprise about 11 per cent of the total forest area of the country. From 1807 to 1826 on an average 26,000 tylts (one tylt equals 12 logs of timber) were floated down the river. In the following decades this average increased to 36,000, 56,000, 73,000, 85,000, 107,000, 197,000, reaching in the decade 1897 to 1906, 460,000 and in 1908 the number was 554,000 tylts.

Seeing that all through the last century the continual complaint was that these forests were being denuded and that nevertheless, according to expert opinion they are today better than ever, it is obvious that there must be an explanation.

The total value of the wood floated down in 1891 was $735,000, in 1895 $1,350,000, in 1900 $1,840,000, and in 1905 $2,000,000. The average value per maal has increased from $2.60 to $6.40.

It will be seen that in the decade, 1897 to 1906, about 18 times as many tylts were floated down as the average during the years 1807 to 1826. At the same time the cubical contents of the wood in 1897 to 1906 was only five and a half times the cubical contents in 1807-1826; so that it will be seen that the trees are now cut at a very much younger age than at the commencement of last century, in fact the time allowed for each tree to grow to salable dimensions has probably been reduced on an average from about 100 or 120 years to 40 years. The trees are now cut at the age when the percentage of increase is greatest, but even this is not sufficient to account for the increased yield.

The explanation is that at the beginning of last century the wastage was great; only the largest and best trees being brought to the rivers. A very large number were allowed to rot in the forests, and in fact the wastage was estimated at 50 per cent, as only nine-inch top diameter was useful at that time.

Owing to the fact that the wood pulp factories are able to use small dimensions profitably the wastage has been reduced to 10 per cent, besides which the watercourses have been improved, reducing the destruction of timber in the course of being floated. It is also now possible to get the timber to the rivers over longer distances than before. Formerly the best trees were cut near the rivers and some of the outlying portions of the forests were left untouched.

Another interesting point has been brought out by the secretary to the public forest office in Norway, namely that much has been done through the peasantry not wasting so much wood in building fences and for fuel. Wire is being used for fencing instead of young trees and more economical stoves are being taken into use in preference to the old open fire places.

To show the enormous difference which the advent of industries has made, it may be mentioned that the export of sawn wood decreased from 231,000 cubic meters in 1891 to 79,000 in 1908. During the same period the export of wood pulp increased from 88,000 to 150,000, and of mechanical pulp from 4300 to 65,000, and of paper made from wood pulp from 29,000 to 72,000.

It is also estimated that during the years 1880 to 1908 the total amount paid out in wages for felling the timber, bringing it to the rivers, floating it down to the towns, manufacturing it into lumber and pulp or paper, loading it into vessels, etc., increased from $525,000 to $2,350,000.

In consequence of the great demand for timber for industrial purposes the prices of wood for the saw mills which require the largest dimensions increased from 70 cents per cubic meter in 1891 to $2 in 1905. During the same period the prices per cubic meter for wood suitable for the pulp mills increased to $1.60.

Although the efforts which have been made in Norway have been laudable it is not the purpose of this article to give the impression that everything has been for the best. A German professor who traveled in Norway to see the forests is responsible for the statement that if more scientific forestry were resorted to, the yield of the Norwegian forests could be doubled, and one of the most reliable Norwegian authorities estimates that the yield could be increased 33 per cent. In fact, Norway is just at the commencement of rational treatment of the forests.

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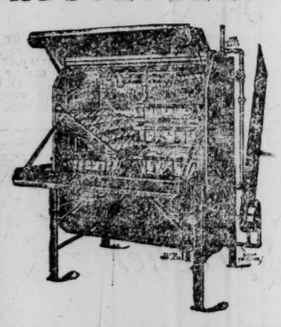
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CONDITIONS IN INDIA UNDER BRITISH RULE ANALYZED BY WRITER

Happiness and Prosperity Said to Depend Upon Whether Country Resumes Calm or Unrest Continues

BRAHMANS ACTIVE

(Special to the Monitor)

THE happiness and prosperity of India depend largely on whether the country is settling down to its normal calm under the Pax Britannica, or whether the wave of "unrest" which is sweeping through all eastern countries is increasing in volume.

The early part of the year gave fair promise of calm, but as the time for the coronation of King George approached, the committal of two crimes showed the extremists were still bent on carrying out their plan of forcing the government to take repressive measures and so become unpopular. As in former years the centers of sedition seem to be among the Mahratta Brahmans of Western India and the Babus or clerkly caste of Hindus, who are inhabitants of Lower Bengal and more especially of Calcutta and the large towns in its neighborhood. These crimes were committed in broad daylight, and were not the misguided acts of individuals with real or fancied grievances, but were deliberately planned and carried out by secret societies.

India is more than a country, it is a continent peopled by diverse races, speaking different languages and having little or nothing in common; in many cases, indeed, having violent antipathies which are only kept in check by the presence of a supreme power.

The would-be revolutionaries have realized that the Indian people as a whole have no grievance against the government, and to a great extent are not even conscious that an agitation against British rule is being carried on. The leaders of the movement consider that until the people have a grievance they have no chance of enlisting their sympathies, much less their cooperation, in their efforts to subvert British rule. All the writings of the newspapers controlled by the agitators, all the seditious pamphlets distributed by them, are written with the object of making the people think they are not being fairly treated, and every outrage planned and carried out by them, is done with the deliberate intention of forcing the government of India to take such action of a repressive nature as may in some way be worked up as a general grievance.

As only 20 per cent of the adult male Hindus and five in each thousand women can read and write, the dissemination of literature is not sufficient, and thousands of agitators traverse the country propagating sedition, but apparently without much success. Price Collier has just published a most interesting book "The West in the East from an American Point of View."

In this he says, "It is somewhat disconcerting to an observer and student of Indian affairs to find that it is from the Hindu element and largely from the Brahman caste that the murderers, seditious writers of the vernacular press, and the men who shoot down the English officials on platforms and in theaters are drawn. It can only mean that the great Brahman caste, which for centuries have been the social and political leaders of these timid and ignorant masses, are jealous of the English authority.

"Instead of aiding in all efforts to improve sanitation, in all efforts to protect the peasant from the money lender, in all schemes for irrigation and education, the Brahman is the leader of the reactionist party. He prefers, apparently, that the mass of the people should remain ignorant . . . and helpless, as his position is magnified by just the width of the social chasm between himself and them.

"He both hates the English and despises his own people. He and his people have been the victims of the Turk, the Tarter, the Mongol, who times without number have swept through the Afghan passes . . . but he has heretofore reappeared as the religious, social and political lord of these poor people. He would rather have chaos again than see his acknowledged superiority slip away from him, through the uplifting of the masses, slow though the process be, by the English rulers."

Mr. Collier goes on to say that there are numbers of sympathizers with the Indian patriots in America, and that they should realize that it is the Brahmans they are backing and that the agitation "is an effort to replace British control by the rule of the Brahman, which represents the most tyrannical and the most revolting social, religious and political autocracy the world has ever seen. If one were to search the world to find ideals utterly unlike and destructive of western ideals of government, of religious liberty and of social freedom, he could find them nowhere better than in Brahmanism."

The mass of the population is agricultural and dependent on the yearly or half-yearly harvests. If these fail, and in years of scanty rainfall they are likely to fail entirely, the agriculturist and his family starve. In the old days of native rule and imperfect communications he accepted this fate, not in thousands but in tens of thousands. This agricultural population numbers some 290,000,000 out of the 300,000,000 of Hindustan and the task of feeding them in time of famine is a colossal one.

British rule has given 50 years of peace from invaders and has in this way given the peasant a chance of living in security and comparative ease in normal years, but what has it done to help him in times of famine? The answer is best given in figures. Fifty years ago there were 300 miles of railway, now there are more than 30,000, mostly constructed by private enterprise with British capital. By means of these railways it is now possible, and comparatively easy, to transfer grain from one part of India to another, and the fact of these facilities of transportation serves to equalize prices in the different provinces. The climatic conditions of this vast country are so varying that what is a bad season in one part probably means bumper harvests in some other part. Formerly the people where harvest had failed starved, while perhaps within a few hundred miles grain was a glut on the market.

Now there are elaborate provisions for fighting famine, and as soon as it is officially declared that there is famine in a particular district, the civil authorities import grain and open famine relief works at which all can earn sufficient to keep them alive. These famine relief works usually take the form of digging wells, banking up earth to make irrigation tanks, or road construction. Always work which will be of permanent use to the country.

With famine as with other evils prevention is better than cure and for many years "the efforts of a large department have been directed to improving the existing means of irrigation and so ensuring a certain amount of crops even in years when the rain fall is deficient or even in parts fails altogether. So successful have they been that one acre in every seven under cultivation is irrigated. This means no less than 50,000,000 acres of irrigated land, and of this 17,000,000 is watered by canals which have been built during the last 50 years, and each year sees long lengths of fresh canals being opened. A similar extent of country is watered by wells. These are usually constructed by private enterprise, the government advancing money to cultivators for this purpose.

Education has been made free to all, and schools established in the larger villages. In spite of the fact that the bulk of the agricultural class look on education as quite unnecessary, the desire for school education is steadily spreading and the daily attendance is now more than 6,000,000. So far this includes very few girls, but the necessity for educating their women is now acknowledged by the better classes, and efforts are being made to provide facilities. The dearth of qualified women teachers and the system of keeping women in seclusion are the chief difficulties, but each year sees an improvement, and the progress, though gradual, is constant.

With the spread of education it is becoming more and more possible to employ natives of India in the administration of the country. Of the 29,000 higher posts in the administration, with salaries from £60 per annum and upwards, over 22,000 are held by natives, and only 6500 by Europeans. All the lower posts, of which the number is always very large in an eastern country, are held by natives.

Each conqueror in turn took from India all he could in the way of loot and each in turn left the country poorer than he found it. The British invasion of India began commercially and with the exception of wars carried on from time to time for the acquisition of further provinces and for the maintenance of British power in those so gained, has to a great extent maintained its commercial character. The value of India today lies in the fact that the resources of the country have been and are still being exploited by British capital. It is British capital which built the railways, it is British capital which started the indigo and jute industries, the tea gardens of Assam and Kangra, the cotton mills of Bombay and Cawnpore, and nearly every great enterprise in that country, the exception being those financed by the Parsees, a race of traders who have taken advantage of the protection of the English flag and who, while amassing fortunes for themselves, have like the English built up industries which give employment to thousands and afford a ready market for the raw produce of the country.

England has today invested capital in India to the extent of £350,000,000, all devoted to commercial and industrial development. The natives of India have not yet learned to invest money, and it is calculated that they have a sum equal to the British invested capital, buried underground or hidden in temples and buildings, or in precious stones and jewelry.

Without British capital India could not have progressed, and unless England had found India a profitable field for investment, the capital would never have been invested and the country would have been left to its fate, which would have meant internecine war and impoverishment, with ultimate subjugation by some other race.

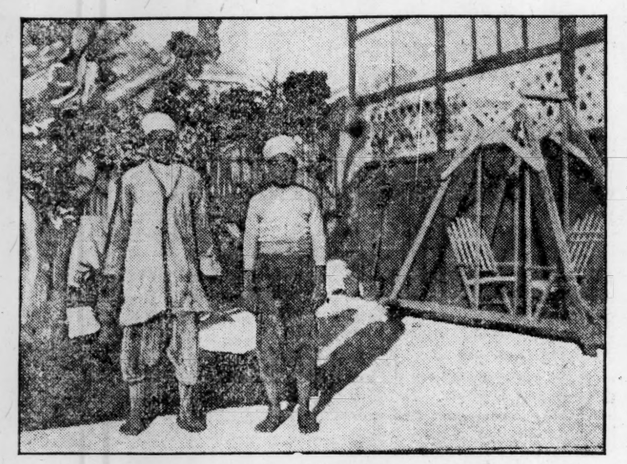
Under British rule the lot of the people is a happy one, justice is available for all and every man knows that his earnings are safe and that he can sleep securely in his bed, a condition of affairs very different from that prevailing before the advent of the English, when justice was the whim of the nearest chief, and the scourges of war, famine and pestilence swept through the land in successive waves.

Freedom from "unrest" will mean the gradual raising of the standard of living and the advancement of the man of the population to higher ideals, along a broad road of progress, the development of the natural resources of the country and finally a united India where men will have learned to look on themselves as members of a common community instead of as at present as members of some particular caste or race with little or nothing in common with the other natives of India.

When that time comes the people of India will be fit to govern themselves and there will no longer be any necessity for the British rule. Until that time approaches every incitement to unrest throws India into the hands of agitators who, as Mr. Price Collier writes, "tell the people that the railways carry the grain away from the starving, and pay large dividends to the builders; that the canals carry pestilence and disease; that the taxes go to the support of an army to fight England's battles, and to the support of officials who bully the native; that the schools and hospitals and colleges are hotbeds of heresy, where the young Indian is taught to deny his ancestral beliefs, that the foreign ruler may surreptitiously introduce his own creed and ritual."

It can hardly be contended that men who are trying to poison the minds of their fellow men in this manner, and are openly preaching violence, and advocating the inauguration of a reign of terror with a view to driving the English out of the country, are fit to take over the reins of government. If the English withdrew from India it would be the great chiefs and the war-like races of the Punjab and Afghanistan who would fight for possession of India and the first people to disappear would be these apostles of "unrest, who would have no place in the anarchy which would come, and whose only chance of ever being of any importance is under the protection of the British rule they revile.

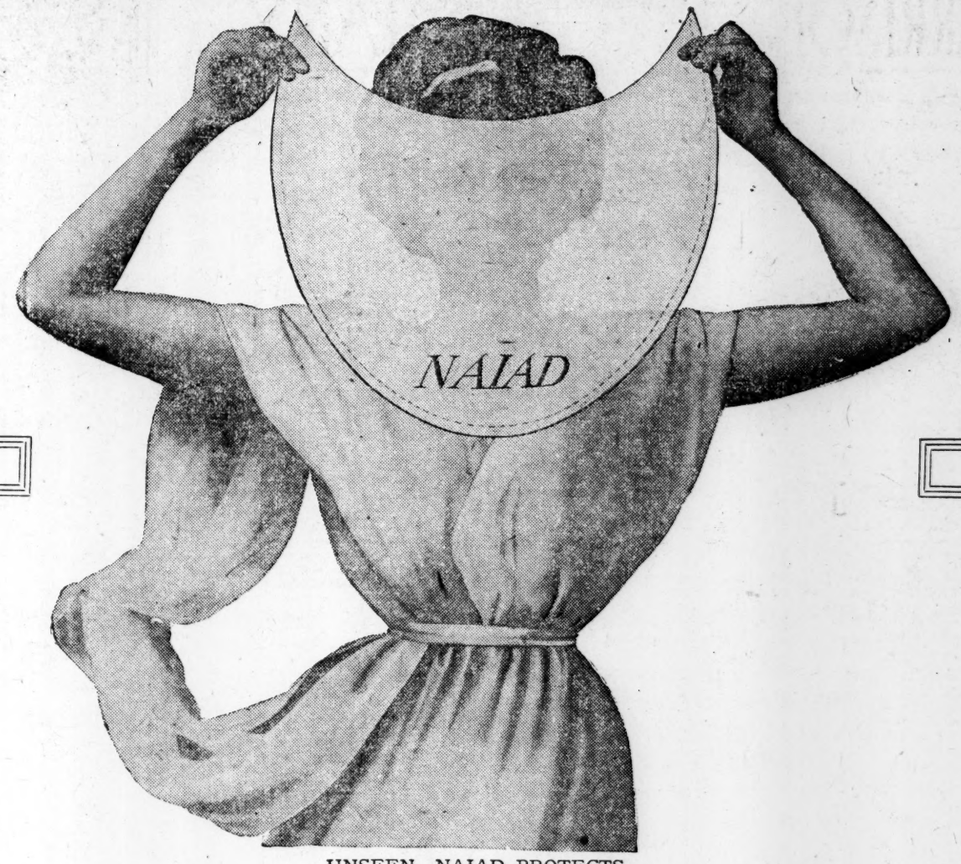
TWO GARDEN BOYS ON INDIA ESTATE



(Photo specially taken for the Monitor)

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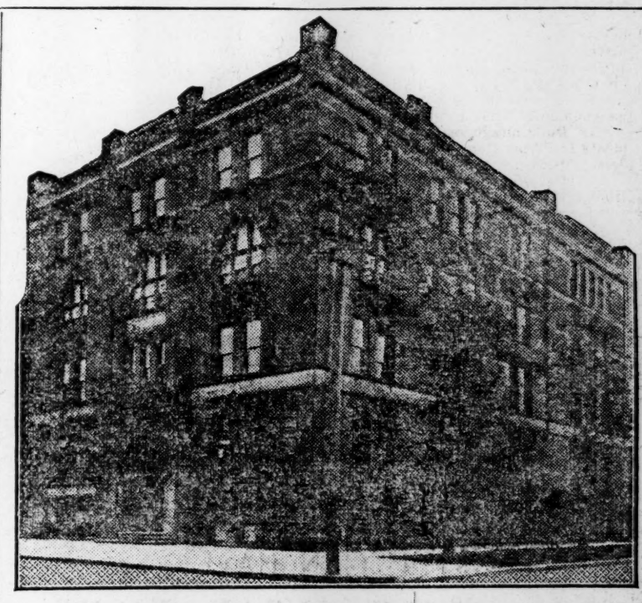
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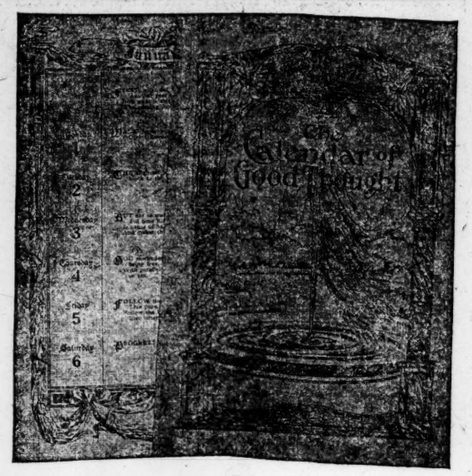
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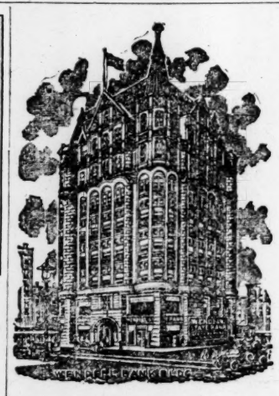
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VIRGINIA REDEEMING HER PUBLIC SCHOOLS FROM POLITICAL USE

Within the Last Five Years Sentiment of People Has Sanctioned Improvement Along Modern Lines

TRY CONSOLIDATION

RICHMOND, Va.—Nothing better indicates the true progress of a community or state in elevating its standard of citizenship, than the interest, individual and collective, taken in free public instruction. This interest may be expressed in a willingness to pay increased taxes and to contribute to subscriptions for defraying the cost of improving the public schools; and by the support of local school improvement leagues.

To arrive at a correct estimate of this interest it is necessary to compare former with recent and present conditions. Particularly is this true in the South, which, following the civil war, has in the last decade experienced a most remarkable awakening along many lines.

The public school system of Virginia was established in the '70's and for a few years was under able management, but, becoming regarded as a political asset, practically no advance was made for about 25 years. Thus, early in the twentieth century, we find it, particularly in the rural districts, with buildings designed with no regard for proper light, heat, sanitation or comfort; with unqualified teachers occupying a majority of the positions, many of them without even a high school education; with local officials selecting teachers often incapable of answering their own questions; with short school terms, and with a system almost wholly devoid of modern methods of teaching.

In 1897, the Conference for Education in the South was instituted, of which Charles W. Eliot, president emeritus of Harvard university said, "It is the most valuable piece of constructive educational work now going on in the United States." This body has met annually, the state superintendents convening semi-annually for the purpose of comparing notes. Suddenly public sentiment became aroused, and it is practically within the last five years that all the great improvement both in quality and quantity of schools has been made.

The control of Virginia's public school system is vested in the state board of education, composed of the Governor, the attorney-general, the superintendent of public instruction, who is also president of the board, and various professors of colleges and superintendents of city and county schools. The state is divided into four circuits, each of which has its member of the state board of examiners and inspectors, and there is one supervisor of rural elementary schools for the whole state. Each of the 100 counties and of the 19 cities has its division superintendent.

Five years ago Virginia was expending a little over $2,000,000 annually on her schools. Today she is using $4,500,000, or over 46 per cent of her total revenue. Two years ago she had one state normal school, for women only. Today she has three, each with a capacity of 1000 students, and will have a fourth next year. In addition to this normal departments have been established in 20 high schools.

Six years ago the state had 74 high schools. One year ago she had 104, most of them in rural districts.

The improvements in country schools are most important, as over 80 per cent of the population is outside of cities and incorporated towns. The present policy is to consolidate several small schools into one building of several rooms, thereby permitting the grading of the schools, and establishment of better facilities, libraries, debating societies, and general equipment. The pupils are carried in wagons. Four years ago 16 wagons were employed. Now there are over 200. The consolidation policy reduces the number of buildings needed, but not the number of schools. Yet during the last year 216 new buildings have been erected at a cost of $681,145, and during the last five years about 400 new buildings have been built.

The design of these buildings is throughly up to date, modelled largely after those of Massachusetts, whose school system is among the best of any in this country, and most of the plans have been drawn by one firm of architects, who have made a specialty of school buildings. Virginia has a fund, invested in safe securities, from the income of which, money is lent to countries to assist in building new schools, and this plan is resulting in the erection of many schools which would not otherwise be built. Generous private donations are also common, the people taking pride in the handsome buildings, which are sometimes the only public auditoriums in a community available for citizen's meetings.

Many districts have raised their rate of school taxation to the maximum allowed by law. The necessity for better qualified teachers has raised salaries, some competition existing to secure them. The average of monthly salaries paid white men teachers last year was $51.51, and white women teachers, $36.60. The length of terms show an increase from 130.7 days to 140.3 days.

A movement is now on foot in the city of Richmond to provide free text books for all pupils. This proposition has had a thorough test in Massachusetts, and has been in successful operation for 30 years. It constitutes a further application of the same principle which underlies free buildings, free teachers, and free supervision, and is said to place the capstone on free education. There is no danger in this paternalism, it is pointed out, because it does not involve any moot-point where official action may arbitrarily infringe on the natural and inherent rights of parents and guardians.

It is realized that this steady improvement constitutes only a beginning, much remaining to be done to gain a high standing. The present state superintendent of schools, J. D. Eggleston, Jr., is a man of energy, who is thoroughly interested in his work, and with a continuation of the public sentiment the result is certain to be far-reaching.

Superintendent of Public Instruction in Virginia Who Is Instituting Reforms



J. D. EGGLESTON, JR.

RAILWAY EXPANSION POPULATES PRAIRIES OF WESTERN CANADA

Thirty Thousand Men and Ten Thousand Teams at Work Daily—Five New Towns Each Week

AIDED BY PROVINCE

CALGARY, Alta.—Some one has remarked that civilization had its beginning when two neighboring tribes wore down a path between each other. Transportation facilitates growth. The progress of North America has kept pace with the most remarkable transportation development in the history of the world. Vast areas have been converted to the uses of mankind by the building of railways.

Shrewd railway promoters have visualized waving fields and prosperous homes, yielding splendid traffic where the sage brush and prairie yielded only a livelihood for coyotes and rabbits. The development of the American West has been a transportation development. The discoverer of Pike's Peak wrote of the great prairies east of the Rockies as a barrier provided by nature to restrain the wanderings of the people. Over these prairies now extend something like 80,000 miles of steel and the population of the prairie states now doubtless equals the entire population of the East at the time of the explorer's comment.

Up to a few years ago Canada was described as a long thin line, reaching from coast to coast. Through the center of this line ran the Canadian Pacific railway. Eventually a north and south line was built, forming a cross-roads at Calgary. Then the two other Canadian systems extended into the West, reaching for the Pacific. They were engaged with the building of main lines, but the great prairie country set up a clamor for branches. The writer rode on horseback 1000 miles across the prairies, depicting the condition of thousands of settlers who were so far removed from transportation as to render their homesteads commercially worthless. One man with a crop of wheat, it was figured, in order to deliver his crop to market had to negotiate a task equal to the hauling of 100 bushels four times across the continent. A farmer with over 20,000 bushels was 35 miles from a railway, and the elevator accommodations were shamefully inadequate to take care of the grain after it had been transported this long distance. The condition cried out in distress and the campaign of education reached the ears of the government.

Bonds for branch lines were guaranteed by the provincial government to the extent of $27,000,000 and the work of extending those lines was at once begun. Charters for upward of 2000 miles were granted and the bonds thus guaranteed. Those lines are now building, and the resultant benefit to the country, to the people who had moved into the prairies, has been tremendously great. Land values began to mount, new settlers were encouraged to venture and the general aspect assumed an optimistic mood.

Today an army of 30,000 men, with 10,000 teams, are at work on railways in the Canadian West, of which Alberta is the center. Forty million dollars of capital is being expended. Each of three great systems are putting down steel at the rate of over two miles a day. New towns are springing up at the rate of about five a week. The development is remarkable and genuine. The country that is being brought the facilities of transportation is uniformly arable, easily turned into producing farms. Homes are being brought to tens of thousands and tens of thousands of home are being brought the conveniences of progress. The "landless man and the manless land" are enabled to meet, and the benefits to mankind are abundant.

COLORADO MARBLE QUARRY PIT TO BE WORLD'S LARGEST

DENVER—The Colorado-Yule Marble Company will have the largest marble quarry opening in the world when a tunnel that is now being cut to connect the several openings at the quarry on Whitehouse mountain is completed. When the connection is made the quarry will have a floor space 500 to 600 feet long. The force of employees will be doubled and the output will have a corresponding increase.

Two of the shoprooms of the company are being used exclusively for turning out material for the new Denver postoffice.

"This quarrying of marble, although virtually new to Colorado is now an established industry in the state," said Channing F. Meek, president of the company, a few days ago. "The output will continue to increase and the supply is sufficient to meet all demands for 1000 and perhaps 10,000 years."

The deposit of marble is said to extend for several miles. The exposed surface of the deposit on Whitehouse mountain is approximately 230 feet deep and 4500 feet long. The openings have been made on the face of a cliff, more than 100 feet above the ground surface. Wooden stairways lead up the side of the cliff. Another method of reaching the openings is provided by a cable derrick, which is used to either lower the large blocks of marble, or to carry a box-stall shaped car up to the quarry pits and down to earth again.

Under direction of Colonel Meek, who was formerly a railroad man, a standard gauge line was built from Placita on the Crystal river railroad to the town of Marble, founded by the marble company. This was a distance of nine miles. From Marble to the quarry, 3½ miles, Colonel Meek built a standard gauge electric line.

The marble is cut by two systems, with diamond edged saws and by means of the Corsi saw. The latter is a steel rope which is run through the marble. Crushed steel is fed on the rope as it passes through the stone.

OKLAHOMA TEACHES FARMING

The Oklahoma state board of education has adopted a three years' course for the teaching of agriculture in the graded schools of the state, and has readopted the text books used last year in connection with this study. This is the first systematic course of study on agriculture ever adopted for the common schools of Oklahoma.

WAGON SCHOOLS ARE PROPOSED FOR AUSTRALIA

The question of schools in sparsely-settled country districts has always presented difficulties, says the Melbourne Argos. The payment of a teacher and the erection of a school to teach two or three children is plainly out of the question, and yet it is equally plain that the children should be taught.

Some of the settlers at Licola, a mountainous district beyond Glenmaggie, recently petitioned the educational department for a state school, guaranteeing 10 pupils. Mr. McLachlan, through whom the request went to the minister, has received the departmental reply that the number of children was not sufficient to warrant the department acceding to the request at the present time.

Mr. McLachlan proposes, and has advocated for some time, that it should be possible for the department in such cases to arrange for itinerant schools in fitted-up school wagons, containing every necessity for school teaching, from the teacher down to the blackboard and chalk. These wagons might have a regular circuit.

CANADA GOOD ROADS WORKERS ACTIVE FOR SEA-TO-SEA HIGHWAY

Route From Winnipeg to the Western Coast Already Complete Except for Two Links in Mountain Ranges

ALONG PACIFIC ALSO

VICTORIA, B. C.—All over the North American continent at the present time there is an enormous amount of road building and road improvement going on. The public is gradually becoming awakened to the fact that the bad roads and streets of the past have been a source of unnecessary expense.

Nowhere has the desire for good roads taken a firmer hold than on the Pacific coast. California, Oregon, Washington and British Columbia in the years 1910 to 1913 inclusive will spend between them on good country roads at least $60,000,000 and probably a great deal more. This, added to the road systems already existing, will give the coast a magnificent system of local and international highways.

Canada has before it now a project for a transcontinental highway connecting the Atlantic and Pacific oceans, which has a close bearing upon another proposed route along the western coast.

One of the strongest good roads associations in North America today is the Pacific Highway Association, whose main object is the bringing about of an international highway from as far north as possible to as far south as possible on the Pacific slope of North America. This association has already linked together a route of over 2000 miles from Tia Juana, Mexico, to Vancouver, B. C., and in every section of this distance the association's members are working for and assisting in obtaining improvements to the various links of this highway.

The ultimate objective of the Pacific Highway Association in the south is the Pacific coast terminus of the Panama canal, and in the north perhaps the Arctic ocean. At any rate within two or three years the British Columbia government has promised construction of the Pacific highway to within a few miles of the Alaskan border, and with the rapid development taking place in northern British Columbia, Alaska and the Canadian Yukon it is certain that the northerly construction of the Pacific highway will, within a few years, be pushed to some very far north point.

British Columbia's share of the $60,000,000 to be spent on Pacific slope good roads between 1910 and 1913 will not be less than $20,000,000. In the eyes of the British Columbian good road enthusiast the Pacific highway and the Canadian highway, meeting at the cities of Vancouver and New Westminster, are the necessary appurtenances of one another; each acting vice versa, at least from a tourist standpoint, as feeders to one another.

The credit for first conceiving the idea of a transcontinental Canadian highway, lies with Sir James Douglas, a man who from humble and obscure position in the service of the Hudsons Bay Company, rose to the highest position, during the middle of last century, in the crown colonies of Vancouver Island and British Columbia. Sixty years ago he entered into correspondence with what then constituted Canada, namely, Ontario, Quebec and the Atlantic provinces, with a view to constructing jointly a transcontinental wagon road from the Atlantic to the Pacific, crossing what was then waste territory and now known as Alberta, Saskatchewan, Manitoba and Western Ontario.

Sir James' chief idea was the promotion of settlement, but he met with little encouragement from the East, and the project was finally abandoned. He however consructed many hundreds of miles of splendid roads in British Columbia and Vancouver island, in a permanent and substantial manner, and most of these roads are in use today. One of his greatest feats was the construction of the famous Cariboo road, leading to the Cariboo gold fields. The northern portion of this road is still in use, but the southern portion through the canons and gorges of the lower Fraser river was abandoned 20 years ago when the Canadian Pacific railway line built its tracks alongside of the wagon road. Such, however, are times changed, it now seems certain that this link will be reconstructed by the British Columbia government as a scenic link in the Pacific highway route to the north!

After Sir James Douglas' time it remained for Thomas Taylor, minister of public works of British Columbia, to take the project up seriously and with the support of Premier McBride of British Columbia, to make this highway vision a reality.

"Good Roads" Taylor, as he is popularly known in western Canada, is a practical man. It did not take him long to decide upon a plan of action, and that was to at once start work on the British Columbia portion of the Canadian highway; then, when work was well under way in British Columbia, to draw the attention of the other western Canadian provinces—Alberta, Saskatchewan and Manitoba—to the work, and invite them to cooperate by each building their section of the Canadian highway from west to east.

The plan has resulted admirably, there is willing cooperation, and if it were not for two breaks in the chain, at mountain ranges in British Columbia, it would be already possible to tour through Canada from Winnipeg to the Pacific coast. Work is being proceeded with and pushed as fast as possible in British Columbia through the mountains, and it is hoped that at least a temporary route will be ready for traffic early in 1912.

Construction work is of course vastly more difficult and expensive in British Columbia than in any of the other Canadian provinces. However for the last few years all road work in British Columbia has been extremely well done, and notwithstanding engineering difficulties moderate grades everywhere adhere to. When completed there will be no grades on either the Canadian highway or Pacific highway, in British Columbia, exceeding 10 per cent, while in most places 5 or 6 per cent will be the maximum.

As yet the Eastern Canadian provinces have not officially taken notice of the Canadian highway project, though needless to say there are many good roads workers there doing all possible to get things started. The great difficulty in eastern Canada is the long stretch of wild and rocky land to the north of Lake Superior, which can only be crossed at very considerable expense. Once this is passed, however, there will be little difficulty in connecting together existing roads so as to continue the route to the Atlantic, thus forming a transcontinental Canadian highway. It is certain that the work around the north shore of Lake Superior will be undertaken by the eastern provinces, as apart from the efforts of their good roads workers, for they will hardly permit themselves to be outdone by the four western provinces.

In British Columbia every person is a good roads enthusiast. No one knows of any one opposed to the expenditures that the British Columbia government is making on roads; though this expenditure in both 1910 and 1911 has amounted to over $11 for each man, woman and child in the province for each year. Equally large or larger expenditures are anticipated for 1912 and 1913.

The New Westminster Automobile Association has voluntarily offered to mark with permanent signs the Canadian highway route from the Pacific coast to the first mountain break, and this work will be done in the near future. The Automobile Association of Victoria has offered a gold medal for the first automobile to cover the distance between Victoria and Winnipeg. The same association has placed "Island Highway, Keep to Left" (British Columbia road rules are the opposite of those in the United States and eastern Canada) and "Go Slow" signs throughout Vancouver island.

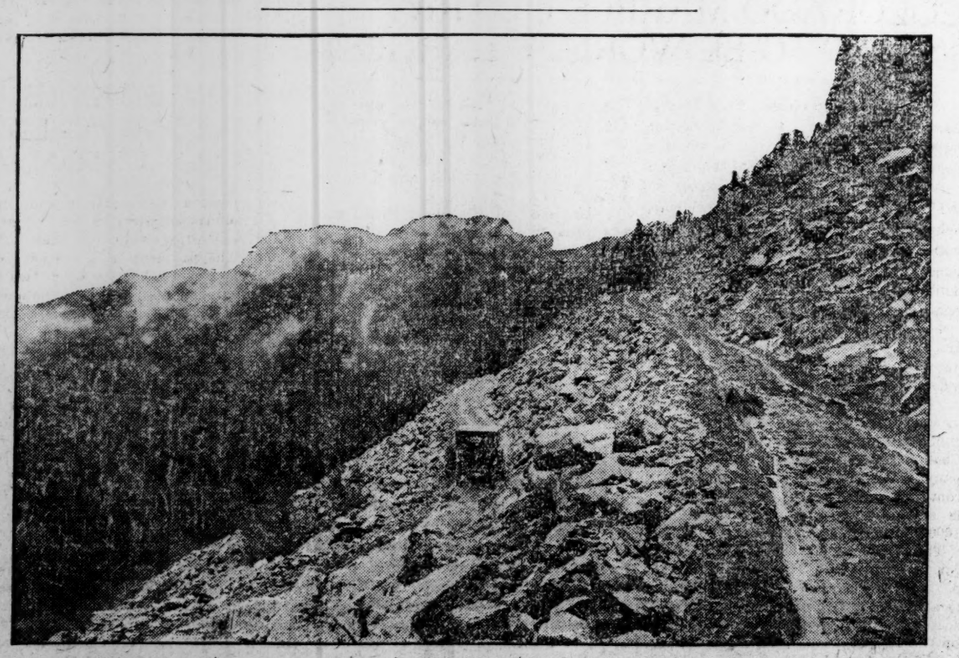
The Automobile Club of Vancouver city, as well as other clubs and associations throughout British Columbia, are strong supporters of the Pacific Highway Association (with headquarters in Seattle) and the Pacific highway and Canadian highway projects. The Vancouver Island Development League, probably the strongest business league in western Canada, is a staunch supporter of the government's good roads projects, and of the Canadian highway and Pacific highway. The Canadian highway project has been officially indorsed by the Associated Boards of Trade of Western Canada, and by many other public societies.

HIGHWAY IN BRITISH COLUMBIA



A typical route through small timber on line of a proposed transcontinental road

ROAD ACROSS CASCADE RANGE IN WASHINGTON



Showing one of the most difficult places on route from Winnipeg to Victoria—Gold medal is offered to first autoist to make trip between the two cities

CANADA WHEAT CROP EXCEEDS 1910 UNDER CHANGED CONDITIONS

The year 1911 will not go down into history as an exceptional year for the harvesting of the Canadian western wheat fields. What promised to be a record-breaking harvest has dwindled down to an ordinary crop, the change in condition being due to a cold wet August and a very early fall with heavy early frosts.

The sudden change in temperature about Sept. 1 caused many inconveniences, chiefly to harvesters from the East, who took advantage of the cheap railway excursion fares to hasten west and assist the farmers in harvesting what first promised to be enormous crops. It is estimated that from the East 25,000 harvesters arrived in the prairie provinces of Manitoba, Saskatchewan and Alberta during the latter part of August and the early part of September. Conditions were eased by the Canadian railway companies providing labor on construction work at $2.50 per day, the same wage which harvesters receive on the wheat field, though in the latter employment board and lodging is thrown in free.

The total cut of wheat however for 1911 in western Canada will be much greater than in 1910, not on account of successful crops but because the acreage under cultivation has been increased almost 50 per cent during this year.

A total crop of 179,440,000 bushels is the estimate given of this year's harvest, and to get this yield 9,140,000 acres of land are under cultivation. Sir Wilfrid Laurier has said that not far in the future the prairie provinces will produce annually 1,000,000,000 bushels of wheat. The crop for this year is based on the following estimates by officials:

Manitoba 3,444,000 acres under cultivation, average 16 bushels to the acre, total 55,040,000 bushels. Saskatchewan 5,800,000 acres under cultivation, average 18 bushels to the acre, total 104,400,000 bushels. Alberta 900,000 acres under cultivation, average about 22 bushels to the acre, estimated total 20,000,000 bushels.

Many wheat fields yielded 25 to 30 bushels to the acre, while a few will yield a little less than the estimate. At 75 cents a bushel the wheat crop of Canada for this year will value about $70,000,000 or, taking the population of the whole Dominion at 8,000,000 people, an average of nearly $10 a head for every man, woman and child in the Dominion.

In addition to wheat the flax crop is becoming an important factor in the western Canadian harvests, and the time is not far distant when flax will play as great a part in the financial wealth of Canada as wheat does at present. The soil of the western Canadian prairies is said to be peculiarly adapted to flax growing, and at present there appears to be an unlimited market for flax which, during the winter months, had a market value around $2.25 a bushel. The number of bushels to the acre of flax is much less than that of wheat, but the difference in price makes the flax production a profitable business.

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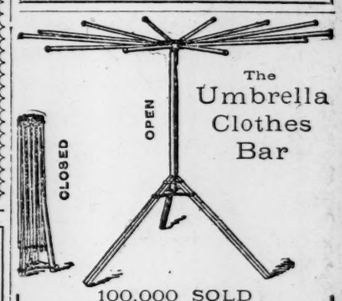
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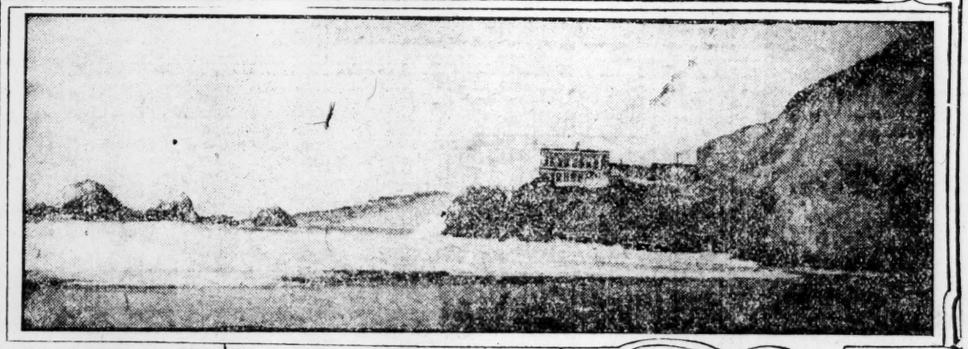
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FAIRMONT HOTEL

19

Written specially for
The Christian Science Monitor,
By FREDERICK WOOD.

WHEN William Howard Taft, President of the United States bent his broad back in San Francisco's Golden Gate Park stadium at noon of Oct. 14, to throw a shovelful of earth toward the pulsing Pacific ocean, lying just beyond, he gave official sanction of the government of the United States to the Panama-Pacific International Exposition to be held at San Francisco in 1915, and will later invite the nations of the world to take part therein. It was the first official act toward the construction of an exposition of international character, to celebrate the completion of the Panama canal, that will involve expenditures of more than $50,000,000, and that will have builded into it the spirit and genius of California's people, who quickened a new city upon the ashes of the old.

They who built the new city will build the exposition. They who have seen this splendid metropolis, with its marvelous buildings, recrudescent from a fire in 1906, that destroyed $400,000,000 worth of surface property and laid waste almost 500 city blocks, know this exposition will fully meet the boast of every Californian, when he says it is to be the grandest and most beautiful ever offered to the view of the people of the world.

As far rearward as 1904, R. B. Hale, now a director of the Panama-Pacific international Exposition Company, gave public utterance to the belief that San Francisco should, in 1913, fittingly celebrate the opening of the Panama canal to the shipping of the earth. It was then thought the canal would be finished in 1913. The idea seemed an inspiration, for it was enthusiastically received and exploited by every loyal Californian. Then came the great fire of 1906 and everything else was forgotten in expressions of sympathy for "the city loved around the world," whose entire business section was, in 24 hours, eaten away by the most spectacular conflagration the world has ever known, just as one would snuff a candle with one's fingers.

Thus it comes about that San Francisco's celebration is to be unique among expositions. Those that have been held have celebrated some historical event of the past; San Francisco's exposition will celebrate two historical events of the present—the rebuilding and rehabilitation of a city and the completion of a continental canal that will link the trade of the east to that of the west and make the waters of the sea the commercial contest place for all nations. It is a stupendous undertaking—almost as stupendous as the creation of the canal—and yet these men of genius and power, who have rebuilt and rededicated the old San Francisco, go about the work as serenely and smilingly as though the construction of a $50,000,000 exposition were only a part of their every-day business affairs.

Since coming to San Francisco, I have learned this much: What San Francisco wants, she nearly always gets. She wanted the exposition and she got it. That is the story, without elaboration, but the elaboration of it forms one of the most interesting chapters of current business and political history. Congress cannot remember another such fight as San Francisco made at Washington, when it seemed to be almost a certainty that New Orleans would win and the exposition go to the gulf coast, rather than come to the Pacific coast. It was the fight of no one man, nor group of men. It was the fight of unity and single purpose of all the people of California and of the great West that the privilege of holding the exposition should be given to the West. New Orleans sent to Washington the flower of its citizenship to engage San Francisco in the battle of wits and money. They were brave, resourceful, courteous, hard-fighting southerners, yet they did not win. San Francisco's plan of battle amazed the world, and the men who helped to win at Washington will help to build the exposition at San Francisco.

When the word came that money was needed as an evidence of good faith, a mass meeting was called in the assembly room of the Merchants Exchange building and in less than 90 minutes $4,089,000 had been subscribed by the most substantial banking and mercantile institutions in the city —$600 for every tick of the watch in the chairman's hand. Since then, that amount has been increased by voluntary subscription to $7,500,000; the city and state has each bonded itself for $5,000,000; the collective counties will contribute $5,000,000 more, through special tax levies, thus bringing to the exposition company an available present fund of $22,500,000. Add to this the sums to be expended by the several states, territories and foreign governments and it will be seen that a total expenditure of $50,000,000 for exposition purposes is a conservative estimate.

San Francisco is a city of hills. Some prose poet has named her "the hill-crowned mistress of the western seas," and the description fits. She is hill-crowned and she is mistress of the western seas, for her volume of commerce with the Orient and the Antipodes is astounding. At her feet is wonderful San Francisco bay, on whose placid and almost rippleless waters all the unsunk navies of the world could swing on their anchor chains at the same time. Directly at her western door is the broad sweep of the Pacific ocean, with the nearest habitable land—Hawaii—2000 miles away. She is supreme in the commerce of the West and it is this water supremacy that has been made the keynote of the exposition plan and design. The details of this design will only be known when the architectural commission has submitted its report to the exposition directors, but its general scope can be understandably outlined, so that one may have conception of its daring and beauty.

Around the rim of hills, from bay to ocean, is a narrow strip of land, wide enough for every practical purpose, yet not so wide as to destroy the natural topography, when the buildings are finished and in place. This entire land strip, about eight miles long, is the most important feature of the exposition plan. For a proper conception of the general design, it must be remembered that San Francisco is part of a peninsula, jutting out into the Pacific ocean, separated from the mainland by four miles of San Francisco bay. The transcontinental traveler alights from his train at Oakland, a city of 250,000 people, and from there is transported to San Francisco by ferry boat, just as every one used to be from Jersey City to New York before the Hudson river tubes were opened to traffic. The boats dock at the splendid ferry station and it is here the visitor will have his first glimpse of the exposition, it being intended to erect elaborate entrance ways and welcoming arches, susceptible of beautiful night illumination. From the ferry building, to the right, will lead a broad boulevard, along the bay front, past historic Telegraph hill (signal station of the pioneers to incoming ships), on which is to be erected the world's tallest and largest wireless telegraph tower, to North Beach, where will be grouped many of the exhibit buildings and concessions. Directly in front of North Beach (a local name to designate a district of the city, as one speaks of Beacon hill in Boston, Harlem in New York or the West End in London), on the waters of the bay, will take place the naval reviews, the war squadrom maneuvers and the illuminated night carnivals. A series of small canals will make a modern Venice of this part of the exposition.

Bordering North Beach on the west is the government's great military reservation, known as the Presidio, where will probably be placed the government exhibits, and on the broad parade grounds of which will occur the military tournaments and many athletic features of the exposition. The western side of the Presidio overlooks the famed Golden Gate and "just around the corner" are the Seal rocks and the Cliff House, known to all world wanderers. At this point, the boulevard will bend sharply to the south, running past the Cliff House and down the ocean beach to a junction with Golden Gate park, which is at once the pride and joy of every San Franciscan's heart. It is considered one of the most beautiful parks in the world and certainly it is beautiful enough to satisfy any one's eyes. The western and least cultivated acreage of this park will form anot section of the exposition, where all the permanent structures will erected. This will be connected with North Beach by another gr boulevard, through Lincoln park. The total exposition area, in rough, exclusive of the boulevards, will be about 1000 acres.

Perhaps the European and eastern reader will have a better und standing of the sublimity and unusualness of the site, by using N York as an illustration. Golden Gate park, in shape, is identical w Central park and would eventually occupy the same relative position the city, were the ocean not in the way, the only difference being t the length of Golden Gate park is east and west, while that of Cent park is north and south. Let one imagine a great driveway, such Riverside drive, from the Battery along the Hudson river to C

SAN FRANCISCO



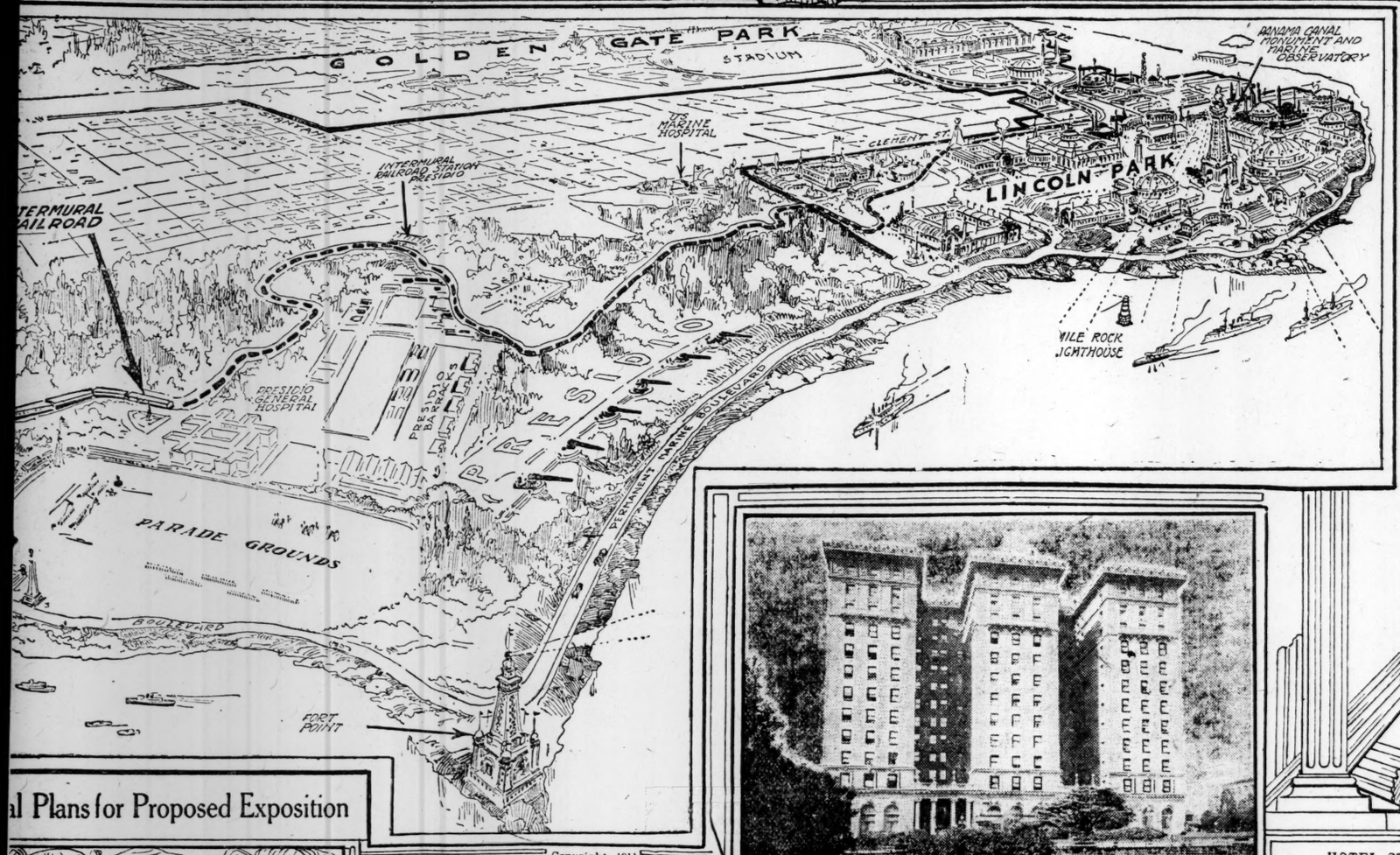
Newspaper section. Chronicle on left.
Examiner just beyond. Call in center.
W. W. Fairb



Gabriel Moulin, Photographer

PART OF THE CITY DEVASTATED BY THE GREAT FIRE OF 1906

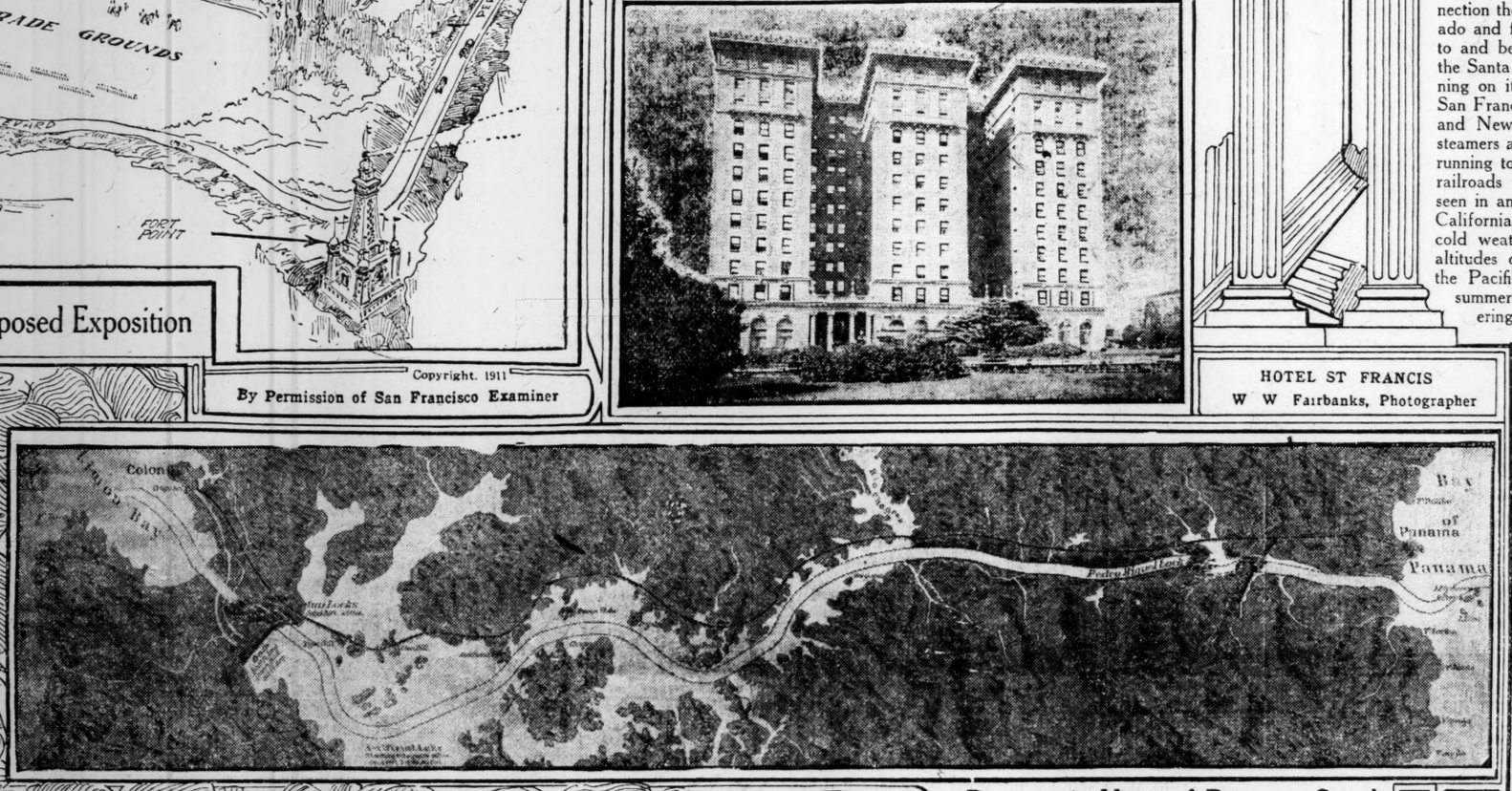
RNATIONAL EXPOSITION



al Plans for Proposed Exposition

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HOTEL ST FRANCIS
W W Fairbanks, Photographer



Panoramic View of Panama Canal

5 CALIFORNIA



grapher — Junction of Market and Montgomery Streets
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ndred and Tenth street, beautified at almost every step by splendid uary, arches and buildings; eastward from One Hundred and nth street to the northern center of Central park; southward, through park, to Seventy-Second street; west on Seventy-Second street to river, which would answer to San Francisco's North Beach, and may have some general idea of the site San Francisco has chosen its exposition. Over all of it the eternal hills look down, their p sides turned into a very paradise of flaming flower gardens, their surfaces surmounted by magnificent and costly homes. As a cap for coln hill, at the apex of Lincoln park, it is proposed to erect an rmous glass observation tower, from the top of which one can have h a 60-mile view of opalescent sea, mountain crests, wooded hills, itful valleys and silver streams as can be seen nowhere else in the

wide world. The exposition company has adopted for its slogan: "California Welcomes the World to the Exposition City, San Francisco, 1915." They are not idle words. California does welcome the world and wants all the world to come. The hotels, large and small, of San Francisco can today house 250,000 people and more are building as fast as architects can draw the plans. There is room, in plenty, for all who will come, and hospitality so lavish that it really "welcomes the world."

San Diego, in the far south of the state, which is to have an exposition of its own, will welcome the visitor and make him feel at home; so will Los Angeles and all southern California, with its sunshine, flowers and fruits and opportunities for recreation; so will the vineyards and olive orchards of central California; so will the mines and forests of the north; so will the grain fields of the Sacramento and San Joaquin valleys; so will Yosemite, which is one of God's workshops; and so will the busy, throbbing, sentient, care free, commercial port of San Francisco.

The transportation problem presents no difficulties. Officials of the transcontinental railroads, with terminals at San Francisco, are giving themselves no uneasiness as to the effect of the canal on their freight and passenger business, being convinced that tonnage or passengers diverted through the canal will be made up by increased local business and the added tonnage of commodities that must find quick rail transportation across the continent. In preparation for this increase in business, the Union Pacific railroad is double tracking its entire system from Omaha to San Francisco. This feeling, that the opening of the canal will mean a tremendous stimulus to business, dominates the entire Pacific coast, which is reflected in the intense optimism of its people that the future holds only good for them.

Thousands of visitors to the West in 1915 will want to skirt the Atlantic and gulf coasts and make the trip through the canal, stopping en route at San Diego, to visit that transplanted bit of the Riviera and visit its exposition. Other thousands will prefer to travel by rail across the continent, and to these will be given the choice of many routes. Chicago is the great central point at which all transcontinental railroads focus. From there, one may take the Canadian Pacific across the grain prairies and mountains of central and western Canada to Vancouver, completing the journey from there either by rail or ocean steamer. If he prefers to travel in the United States, but wants a northern route, he may take the Great Northern, Northern Pacific, or Chicago, Milwaukee & Puget Sound railroads, across Minnesota, the Dakotas, Montana, Northern Idaho, through the wheatfields and orchards of Washington into the Puget sound country, one of the most beautiful on earth and of which Seattle is metropolis and railway terminus, again completing the journey either by rail or ocean voyage.

A more southern route will carry one through Illinois and Iowa, to the Missouri, either at Omaha, St. Joseph or Kansas City. From Omaha the Union Pacific runs westward, either via Denver or Cheyenne, both lines meeting at Salt Lake City, 800 miles to the west. From Salt Lake City or Ogden the run is across "the great American desert," through Reno, the capital and largest city of Nevada, to San Francisco. The Western Pacific covers much of the same route from Salt Lake City, making connection there with the Denver & Rio Grande through Colorado and from there with the Missouri Pacific and Wabash to and beyond the Missouri river. Still farther south are the Santa Fe and Southern Pacific systems, the former running on its own tracks from Chicago to Los Angeles and San Francisco, the latter having its termini at San Francisco and New Orleans, connecting either with its own ocean steamers at the Crescent City or any of the lines of railroads running to the North. Along any of these transcontinental railroads the traveler will view such scenery as cannot be seen in any other country in the world and come at last to California, where summer is everlasting and where severe cold weather and snow are unknown except in the high altitudes of the mountains. San Francisco, tempered by the Pacific winds, is comfortably warm in winter and in summer the nights are cool enough to demand such coverings as one would use during the late autumn in the middle western and eastern states.

If the plans of the exposition officials are carried out—and they will be, for San Francisco *does* things—a visit to the exposition in 1915 will be like a visit to the Orient and the enchanted isles of the sea. Europe, the middle western and eastern United States will, of course, make an elaborate and comprehensive display of their very best, but it is to the Orient and the oriental mind that this exposition will make the strongest appeal and be rewarded with the greatest response. Hawaii, Japan, China, the Philippines, India, Ceylon, Java, Sumatra, the archipelagoes, Australia and Egypt, and every island in between, will bring to San Francisco the marvelous handicraft and workmanship in art and fabrics that sometimes seem to almost be born of the supernatural. Magnificent gems, carvings in ivory and gold, embroidered tapestries, wonderful weavings of cloth, will all be displayed in the miniature cities that will depict the home and every-day life of the peoples by whom these things are made.

The exposition will exploit the Pacific coast as it has never been exploited. It, and the canal, will bring a great tide of capital and immigration to make fruitful and beautiful the unpeopled lands of the West. They will open new trade relations with two hemispheres. They will make better neighbors and friends of the people of the East and the people of the West. They will open a new empire to the commerce of the world.

It is not to be understood that this exposition is to be entirely of San Francisco, or of California. It is to be the exposition of the whole West. Alaska, Oregon, Washington, Idaho, Montana, Utah, Colorado, New Mexico, Arizona, Nevada and Hawaii are as much interested and just as enthusiastic as is California. Each of these will erect its own building and make large displays of its resources, made possible by generous appropriations from their legislatures. Alaska, Oregon and Washington's fruits, grains, minerals, timber, live stock and fish exhibits will compete with those of Idaho, Montana, Utah and Colorado. Arizona, New Mexico and Nevada will have little timber or fish, but will claim equality with the other commonwealths in grains, fruits and livestock. Alaska, the treasure house, will make a mineral, fur, grain, fish and timber exhibit that will not only open the eyes of the world to this once despised country, but will fulfil the prophecy of William H. Seward, made in 1852:

> "Who does not see, then, that every year hereafter European commerce, European politics, European thought and European activity, although actually gaining greater force—and European connection, although actually becoming more intimate—will, nevertheless, relatively sink in importance; while the Pacific ocean, its shores, its islands, and the vast region beyond, will become the chief theater of events in the world's great hereafter?"

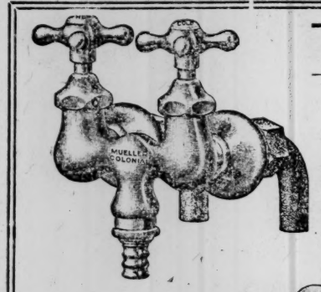
Hawaii has already sent its accredited commissioner to the exposition officials, who has returned to his sea-gemmed island home, persuaded that not less than $1,000,000 will be enough to give expression to the resources of the group that will be first in direct line of travel for merchantmen between Europe and the Orient. It is to be the whole West's exposition, showing the eastern states and the old world how the young giant has grown since the days when even Massachusetts' golden-mouthed Daniel Webster thought the march of development would end at the Missouri river for all time.

I have written here what has been told me by the exposition officials and the people of California with whom I have talked. I have been impressed with their optimism, their fine loyalty and splendid courage. They have taught me that cities, like men, are made stronger and bigger and more courageous by adversity and have convinced me they will make of this exposition what they hope and dream it will be—the biggest, best, broadest and most beautiful the world has known. I have seen enough of California to believe in it, and of Californians to believe in them. My advice to the men and women of Europe, of the eastern states and of the middle West is to begin, now, to lay plans for a visit to San Francisco and the Panama-Pacific International Exposition in 1915.



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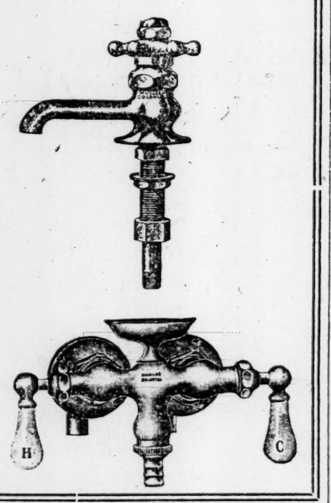
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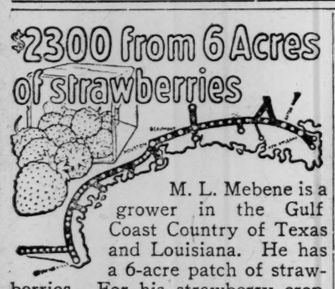
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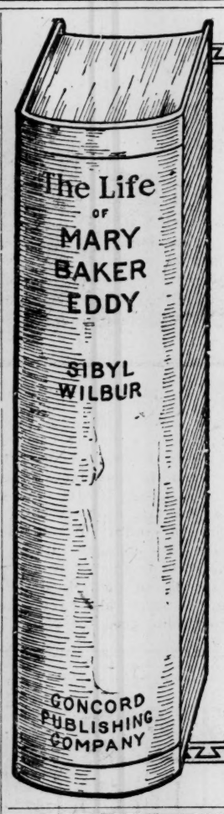
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CAUSE OF WOMAN ADVANCING IN GERMANY

Hardly Another Country Accords as High a Place in Social, Educational or Business Fields of Labor

TAKING UP POLITICS

(Special to the Monitor)

BERLIN—One of the most marked characteristics of Germany's recent progress is the place now accorded to women. There is hardly another country where women are more active in social, educational and even business matters than in Germany. The taste for politics is rapidly increasing. Led by earnest thinkers and skilled organizers such as Marie Stritt of Dresden and Minna Cauer and others of Berlin, women are beginning to agitate for the attainment of their just status, which in many respects still remains to be accorded.

The vote, although the majority are at present indifferent to it, has become of late years the aim of many German women; they have already gained so much ground by dint of steady persistence that they are encouraged to persevere. The liberal professions, formerly a closed door to women though still presenting many obstacles, are gradually becoming more and more filled. Half a dozen women have been admitted to the bar, and there are hundreds of librarians, and even a few lady architects and engineering surveyors.

All kinds of crafts and professions are opening to women, such as laboratory and Rontgen assistants, dispensers, landscape gardeners, post, telegraph, and even bank clerks, although the last mentioned are but few and far between. There is a great annual increase in the number of women students at the German universities. This year there are 2552 against 1432 last year. The great majority are Germans and two thirds are Prussians. The foreign women students are chiefly Russians, but there are a good many Americans and Austrians; strangely enough Bavaria and Saxony send very few women students to the university.

As regards the subjects taken up by women, 1438 are studying at the present time philosophy, philology and history, 423 mathematics and natural science, 550 medicine, 42 dentistry, 31 pharmacy, 56 statecraft and agriculture, 45 law and six evangelical theology. The facilities of preparation for the entrance examination (arbitur) are now general. Girls have their own gymnasia or classical schools on precisely the same lines as those of the boys, and there are many women's colleges in the Germany of today whose curriculum is a very high-class one.

Women are gradually being appointed to the professional chair, somewhat grudgingly it is true. The first institute to take this step was the commercial high school at Mannheim. Women have flocked into trade of late years, driven thereto either by the necessity of self-support, the single women in Germany being considerably in the majority, or with the laudable endeavor to eke out their husband's slender income, which in 90 per cent of the population does not reach 3000 marks annually. The last figures available show that in 1907 there were 8,243,498 women in trade, as compared with 5,264,000 in 1895. It may safely be accepted that these figures are now considerably higher. Of these 4,500,000 are married women. Unhappily women's wages are low, less than those of men for the same work. It is for a just distribution for their poorer sisters that so many German women are now striving by all means at their disposal. Social work is becoming much more systematized in Germany of late years. People are realizing more and more the duty of the so-called upper classes toward their less-favored fellowmen. Genuine and well-organized philanthropy is taking the place of spasmodic and self-interested charity.

Temperance Movement

The temperance movement is another landmark of Germany at the present time. Beer drinking among the university students is gradually lessening. There are two reasons for the improvement—one is the ever-increasing love of sport and the other the Emperor's opposition to the consumption of alcohol in any form, except in great moderation. His majesty never loses an opportunity of expressing himself strongly on this subject, and has on more than one occasion addressed memorable words to the students in person. The organ of the German trades unions, the Gewerkverein, published an appeal a short time ago to its readers, advising abstinence not only on the grounds that drink is injurious to them in all ways, but also as a means of avoiding the new surtaxes.

"The motto of the future for all German workmen," said the widely read article, "should be: 'Not another drop of spirits!' They must be avoided like the plague, for they have ruined millions of men and women physically and morally. Let the German workman swear never to touch spirits again, and if a comrade weakens in his resolution let the strong give him moral help and support. The workman's wife must help too."

This characteristic plain-speaking has done a vast deal of good in the right direction. Not many years ago a workman who ordered himself a glass of milk at a restaurant would have been held up as an object of ridicule to all his companions, and even the waiter would have permitted himself a smile. Now, however, it is no uncommon sight. Gambling and betting in the working classes could never be called a national vice, and they are less prevalent than ever. If money is staked at all at cards the points are almost nominal, and there is little or no interest in horse racing. A journeying out of the masses to a race meeting in the style of the London derby is quite unknown here, and the same remarks apply, generally speaking, to the middle classes. The state lotteries cannot exactly be classed under the head of gambling in the proper sense of the word, as the purchase of a lottery ticket is regarded in the light of an investment, and is undertaken with much and cool deliberation.

Parliament Kept Busy

The Imperial Parliament has had a very busy session, and particularly so during the few weeks before the closing of the House for the summer vacation. The Alsace-Lorraine home rule bill was carried after long debates, both in committee and in the assembled Reichstag. It is a matter of wonderment to all, and of indignation to many that the state of Prussia should be left behind the new federal state in the question of anything so vital to a people's interests as the electorate. It is the three-class system, the indirect and open form of voting in Prussia, that Bismarck himself once termed the most wretched system in existence, which is largely helping to augment the ranks of the Social Democrats. The coming general elections will certainly show a marked preponderance in that party, for many will undoubtedly vote for them if only for a chance of "getting even" with the reactionary parties and their irksome red-tapism. The Social Democrats still stand alone, their recent coalition with others of the "left" members of the Reichstag was only a flash in the pan; they neither desire nor intend combining with the other factions, knowing that they are mighty in their magnificent organization, conspicious even in this well-ordered country, and in the people's sympathy with their just demands.

The question of colonization and emigration is very acute in Germany at the present time. Germany heads the European nations in the annual increase of the population, so it behooves her to be up and doing to secure a profitable pied-a-terre for the huge surplus of her inhabitants. The central information office for emigration at Berlin has supplied information to 5000 intending emigrants during the past three months. The German colonies are gradually filling up. That Germany has her eye on Canada as a land of future possibilities in this and other directions it is perhaps unnecessary to state.

Germany's commercial activity in foreign countries is increasing by leaps and bounds. Her interests extend to every corner of the globe and the great German banking houses finance her vast enterprises everywhere. Thus the Disconto Gesellschaft bank dominates the Venezuelan railways, in addition to owning railway and mining grants in Kiau Chau, and the Deutsche bank is engaged in building the Bagdad railway. The operations of six or seven other German banks are exclusively directed to the opening up of foreign lands in various ways, and making a very good thing out of it.

Germany is making enormous strides in all industrial branches as the result of system, forethought, thrift and iron resolution. Her exports in 1908 amounted to £350,985,000 and her imports to £415,098,000. The value of taxable property was in 1906 £510,758,895. The amount of fuel consumed is interesting to consider as it points to industrial growth in a country; it was in Germany in 1897 just over 100,000,000 tons, and 10 years later had more than doubled.

Westphalia and Silesia, which, on account of the rich coal districts there are the principal centers of the iron and steel industries, have made vast progress during the last few years. Krupp's hands form a colony in themselves, and that firm with two others, including the great Phoenix works, employ together 250,000 persons. In Germany at the present time over 1,000,000 foreign workmen are employed; two thirds are engaged in industries and one third in agriculture.

As a matter of fact the complaints regarding the scarcity of native hands as farm laborers are fully justified. The reason is the influx of younger men to the cities in response to the call of the flag. The young peasants who have to serve their couple of years in the army do this, of course, in the garrison towns. The gay city life pleases them; they grow accustomed to its bustle, and the native homestead appears a dull place in comparison. The majority of them never go back, no matter how poor a livelihood they may make in the cities, and they will not believe that they would be better, happier, and probably earning better wages among their old surroundings.

One of the industrial branches that has doubled within the last decade is the textile trade of Silesia, despite all fluctuations. The linen of that district is the best in Germany and famous throughout the world. No matter how the pendulum of the market may waver the Silesian weaving, bleaching and dyeing of linen go on their victorious way. Wages have increased in proportion and Gerhart Hauptmann's fine realistic drama "The Weavers" is no longer typical of the conditions of things. Trade generally has taken an impetus the last 12 months, and the conditions of labor and the workman's welfare are ever improving. Nearly all the large factories where the work is of a dirty kind are provided with commodious bathrooms, fitted up with hot and cold shower baths, and each man has a space allotted to him for his outdoor clothing, in order that he may change before beginning work.

The government coal mines are constantly increasing. It is computed that of the 160 odd million tons of coal mined two years ago throughout the country, the government took out 11,000,000. The state mines are far better organized than the private ones, and the men occupy modern dwellings, many of them owning cottages of their own.

Agricultural Advance

Germany's agricultural position is becoming more and more important, and the solid body of agrarians are a power in the land. It is they who are the chief opponents to free trade in their own interests, and consequently they are cordially disliked by all advocates of free import of all food articles. More than 18,000,000 of the population in Germany are engaged in agriculture. In the cultivation of grain, rye takes the chief place, some 11,000,000 tons of which is produced annually, three times as much as wheat or barley, the reason being that rye bread is the staple food of the people. Potatoes are grown at the rate of 50,000,000 tons a year, and the many miles of flat land between Berlin and Russia are almost all devoted to beet root growing for Germany's ever-increasing sugar trade.

Cattle breeding has become far more extensive of late years. Farming is taught thoroughly in Germany. Like everything else it is never done haphazard, and for this reason it is successful. There are first rate agricultural high schools, where those about to enter the farming business generally take a course of instruction which is of immeasurable advantage in practical life afterwards.

Care of the very poor is a problem that is ever occupying the minds of many of the government and municipal authorities. Great strides have been made of late in the so-called work colonies, an institution worthy of all praise. Honest men and women in search of employment, who have long sought in vain and are weary of tramping up and down the country may find a home for an indefinite period in one of these colonies, of which there are 35 in the country districts. The Emperor Frederick was the first to found these institutions; they are now supported principally by private charity and subsidized by the state. Any one may enter on proving his claim to respectability, any one, that is to say, who is willing to work for his subsistence. Idlers are not tolerated, but to serious workers a small wage is given in addition to their food, while an opportunity is afforded them later on to purchase a plot of land and become independent members of the colony.

It is officially stated that since these institutions were established the 34,000 tramps and vagrants in the houses of correction have been reduced to 5000 and some of the houses of correction have been closed in consequence, a statement that speaks for itself.

In the matter of compulsory insurance under state control Germany is considered by those who have studied the question to be far in advance of other nations. It has certainly helped to mitigate in a great degree the deplorable poverty that once existed and those who were at first inclined to rebel at the paying of the subscription now perceive the benefit that accrues to themselves and their families and usually willingly take a smaller wage for the sake of the object in view. Considerably over £67,000,000 has been distributed in pensions in the past 20 years, of which amount $42,500,000 have been collected in weekly subscriptions from employers and employed and the rest granted by the government.

The last figures obtainable show that nearly 15,000,000 persons are insured under the law, the total sum in the care of the administration being £70,500,000. This has been collected entirely by weekly subscriptions of pf.15 and upwards, the payment of which is divided between the employer and his employee.

The authorities are coming to the conclusion that games and sport are necessary to the well being of school children, which is a distinct step in the right direction. The severe curriculum of a German gymnasium demands in the nature of things some relaxation, and now most of the large schools have rowing clubs on the river or the Havel lakes a few miles out of the town, and football is very generally played. The genial participation of the masters in the boys' sports, as it is known in England, is not the rule here. It is unfortunately quite an exception when a master takes an interest or part in his pupils' games. A movement is on foot to reform the course of study in the gymnasium, by making Greek optional instead of, as at present, compulsory, and replacing that language with English which has hitherto been optional. This practical change is said to be the result of the Emperor's wishes.

The new naval statistics have recently appeared in the excellent volume, "Nauticus," an annual work that is the recognized authority for all connected with the marine department. Germany now stands third in the world's navies. England and the United States alone taking a higher place. Germany possesses 25 ships of the dreadnought type and 10 armored cruisers of over 5000 tons. These figures will be increased to 30 of the former class and 12 of the latter by 1913. The torpedo fleet which is steadily increasing is occupying special attention in the matter of equipment and the introduction of the very latest technical improvements. "Money spent on torpedoes is a safe investment," were the significant words of a prominent man recently.

Although among the masses of the people there is a marked desire to restrict the country's armaments, it cannot be said that there is much prospect of such restrictions yet.

In aeronautics generally Germany ranks high, while regarding dirigibles she heads the list of all nations. Enormous activity is displayed in the building and flying of airships, and this only increases as time goes on, though not so much is talked about it as formerly when a dirigible was a thing of wonder. Germany now disposes an aerial fleet of over 20 vessels. Enormous sums of money are spent upon this branch of industry, and it remains to be proved whether it is capital well invested.

Many efforts are concentrated in perfecting photographic apparatus for airships. Carl Zeiss' famous firm in Jena has lenses that can be exposed for any time down to the thousandth part of a second. Surveying and map-making, as well as artistic cloud studies are among the possibilities of photography from above. Great difficulties arising from the impossibility of focussing straight as on the earth have been overcome by placing several specially constructed cameras at different angles, obtaining photographs from all of them simultaneously and then getting from them all combined the one mathematically and absolutely correct picture of the plan or object thus submitted to the camera. This process is justly considered one of the triumphs of modern skill.

Regarding aviation the Germans have progressed so far within the past 12 months that they may now compete successfully in the matter of machines and men with any other country.

The theater in Germany is looked upon more and more as a means of education. The afternoon performances of classical plays for school children have become a recognized institution. Excellent artists are engaged and the admission price is almost a nominal one, each seat costing one mark for any part of the auditorium, the position being decided by ballot. The theaters are always crowded, and a more appreciative audience no actor could well desire. There is a marked striving at the present day among the best theater managers throughout Germany to return to general simplicity of outer detail and scenery, in order to enhance the psychological and dramatic interest of the play. Professor Reinhardt, of the Berlin Deutsches Theater, was the pioneer in this respect.

Great Annual Increase Is Noted in Number of Feminine Students at the Universities of the Nation

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TEXAS ASPHALT GOOD FOR ROADS

SAN ANTONIO, Tex.—The recent discovery of asphalt near the mouth of the Rio Grande river and at other points along the gulf coast has attracted wide attention and a number of experiments have been made with what is known as "gulf asphalt."

It is the opinion of those interested that as good roads can be made from this material as from that which comes from Trinidad. It is probable that a link of the automobile way from this city to the gulf, which is being pushed, will be constructed of asphalt taken from the deposits known to exist in this state.

MINING LOW GRADE COPPER IN UTAH

Engineer Describes Methods of Extracting Metals at What Is Probably Largest Enterprise of Its Kind in the World Near Salt Lake City

UTAH enjoys the distinction of having within its confines one of the largest, if not the largest, copper mine in the world today. It is situated in Bingham canyon, in the Oquirrh range of mountains, about 25 miles from Salt Lake City.

The ore deposit may justly be called a "mountain of ore," although this expression is generally confined to the prospectus of the wildcat promotor. It is simply a huge mass of mineralized rock known as "monzonite" and locally called "poryhyry."

The values contained in this porphyry are mostly in copper, although a few cents per ton in gold and silver are recovered. The average copper content is 1.67 per cent, or 33.4 pounds of copper per ton of ore. This grade of ore would ordinarily be worthless, commercially speaking, unless handled in enormous quantities.

The entire mass of monzonite is not profitable, as the portion near the surface has undergone a leaching, due to the oxidation of the copper minerals, caused by the action of wind and weather and subsequent action of surface waters. This leaves a barren zone of about 100 feet in thickness next the surface, which is called "capping" or "overburden." This capping must be removed or "stripped" before the actual ore body can be attacked. At a depth of 100 feet the "zone of secondary enrichment" is encounterd, which is a redeposition of leached surface values upon the original primary copper minerals, and which marks the beginning of the actual ore body. This ground has all been prospected and developed with churn and diamond drills, and has proved up a body of ore of an average thickness of 345 feet, as far as actual development has gone, although several drill holes have shown that commercial ore exists at a depth of 600 feet below the lowest working pit of the mines today. The capping averages 105 feet in thickness.

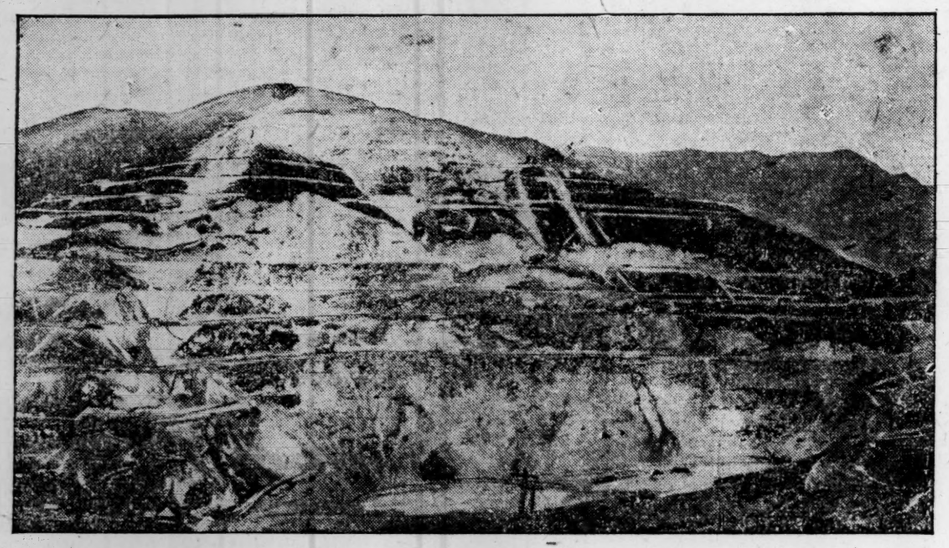
The method of "stripping" the over burden consists in drilling the ground with churn drills to a certain depth, charging the drill holes with explosives to shatter and loosen the material so that it may be literally "scooped up" by steam shovels. Sometimes small tunnels are driven into the overburden for a short distance and turns made to the right and life, or, drifting, as it is called, forming a letter "T" in the plan. This tunnel is then filled with the proper amount of powder and dynamite, which is blasted, thereby breaking up the ground. In removing this material it is customary to begin at the top of the hill, slicing off a layer, which is removed by the steam shovels, loaded into dump cars and disposed of in the adjoining gulches and ravines. A series of benches or terraces is started and on each of these tracks are laid upon which the steam shovels operate.

The ore is removed in very much the same manner, and a steam shovel pit has been started at the base of the hill, which is now considerably below the level of the gulch at that point. A tunnel has been run from a point in the gulch below this pit, which enables the ore trains to enter and remove the ore. A number of "switchbacks" in the pit allows the extraction of ore at a still lower level. In order to get down into the pit the locomotives switch back on zig-zag tracks until the floor of the pit is reached and the loaded cars are hauled back up to the surface in the same manner.

The ore has been transported to the concentrating mills at Garfield by the Denver & Rio Grand railroad, but it seems that the facilities offered by this road were not sufficient to handle the immense amount of ore the mine is expected to produce within the year and to overcome this difficulty a new railroad was constructed by the mine owners, which is considered one of the finest pieces of railroad engineering in the country and cost over $3,000,000, although only 17 miles long.

The concentrating plants at Garfield on the shores of great Salt lake, have a daily capacity at present of 13,000 tons of ore, but this is being increased until the ultimate capacity will be 20,000 tons. Crushing and separating machinery reduces the ore to the proper size and concentrating tables eliminate the waste rock, yielding a concentrate, consisting of the original copper minerals contained in the crude ore. These are iron pyrites, chalcopyrite, chalcocite and bornite. This concentrate is sold to the smelting company, whose plant is located near the mills and it is there smelted into unrefined copper called "blister copper" and then shipped east to the refineries, where it is refined and sold. The ratio of concentration at the mills is about 23 into 1, or it takes 23 tons of crude ore to yield one ton of concentrate. The average copper content of the concentrate is about 480 pounds per ton, or 24 per cent.

The present ore reserves are calculated at 203,500,000 tons, enough to keep the mills busy for about 35 years, without any further development. The daily output at present is between 12,000 and 14,000 tons and this material with 1.67 per cent of copper, means a daily production of copper of over 250,000 pounds, counting a 67 per cent saving in the mill, or 90,000,000 pounds in a year. The company books show that the copper production for the period from Jan. 1 to June 30, 1911, exceeded 45,000,000 pounds. Once the daily output of the mine has been brought up to 20,000 tons and the capacity of the mills correspondingly increased, the mine will be producing upward of 150,000,000 pounds of copper annually at a cost of less than eight cents a pound of copper.



A series of benches or terraces are started, beginning at the top, and on each of these tracks are laid upon which steam shovels operate

NORTH DAKOTA CROPS IN 1911 $93,000,000 MORE THAN IN 1910

BISMARCK, N. D.—North Dakota has been known for many years throughout the Union because of the superior quality of wheat raised here. In consequence of this many gained the impression that wheat was the only crop produced in North Dakota.

This is not by any means the case, as already there is considerable diversification in the products of the state.

The wheat crop of North Dakota this year is estimated to be worth $72,000,000, while the total of farm products—not including live stock—equals $150,000,000.

Flax alone has been produced here this year to the value of $39,000,000; the oat crop is worth $14,000,000; the barley crop $19,000,000, and corn, potatoes and hay are valued at $2,000,000 each.

The following table, prepared by Mr. Snow, one of the best known and most reliable agricultural experts in the country, was published in the Orange Judd Northwest Farmstead of Sept. 16, and the data can be accepted as a most conservative estimate:

	Yields in millions of bushels		
	1911	1910	1909
Corn	4.3	3.0	3.0
Wheat	76.0	36.0	90.0
Oats	34.0	11.0	48.0
Barley	20.0	5.0	25.0
Flax	19.0	6.0	14.2
Potatoes	4.0	1.4	4.4
	Farm values per bushel		
	1911	1910	1909
Corn	$0.65	$0.58	$0.55
Wheat	.94	.90	.92
Oats	.40	.37	.33
Barley	.95	.55	.43
Flax	2.05	2.35	1.57
Potatoes	.45	.91	.45
Hay, per ton	8.50	6.00	5.00
	Values in millions of dollars		
	1911	1910	1909
Corn	2	2	2
Wheat	72	32	84
Oats	14	4	17
Barley	19	3	17
Flax	39	14	29
Potatoes	2	1	2
Hay per ton	2	1	1
Aggregate values	150	57	139

In this estimate there is no mention of rye. Winter rye has become a staple product here; it is a beneficial one primarily and is also exceedingly valuable in its secondary advantages because of clearing the soil of weeds.

It is interesting to note that the agricultural products of North Dakota for the year 1911 are the greatest of any of the northwestern states, those of this state being $150,000,000; Minnesota comes next with $148,000,000; South Dakota is third with $64,000,000; Washington next, with $63,000,000; Montana and Oregon are each $42,000,000; Idaho, $39,000,000 and Wyoming, $15,000,000.

In South Dakota the corn crop is almost double that of the wheat crop, while in Minnesota the corn crop is very near equal to the wheat crop.

The aggregate value of the crops mentioned grown in North Dakota in 1911 exceeded the total of 1910 by $93,000,000, which is a decidedly handsome balance of trade for this state to have and shows its great recuperative qualities.

The year 1909 was considered a very prosperous year, and the total value of the North Dakota products harvested that fall was $139,000,000, while this year the value exceeded that of 1909 by at least $11,000,000, notwithstanding the fact that the state raised 14,000,000 bushels less wheat than in 1909. The flax crop alone this year is worth $17,000,000 more than in 1909 and $25,000,000 more than in 1910, while the barley crop is $8,000,000 more than in 1909.

As every year goes by there is a greater diversity in farming interests in North Dakota and consequently more stability.

The money from this crop will relieve the tension which was caused by the short crop of 1910. A crop bringing $93,000,000 more than was harvested in 1910 and from $11,000,000 to $15,000,000 more than the average output of the last five years shows that North Dakota is all right this fall and with time and patience the state will be even more prosperous than it ever has been. Lessons of economy have been taught and the results are going to be shown in better farming in the future.

MISSISSIPPI IS COTTON CENTER

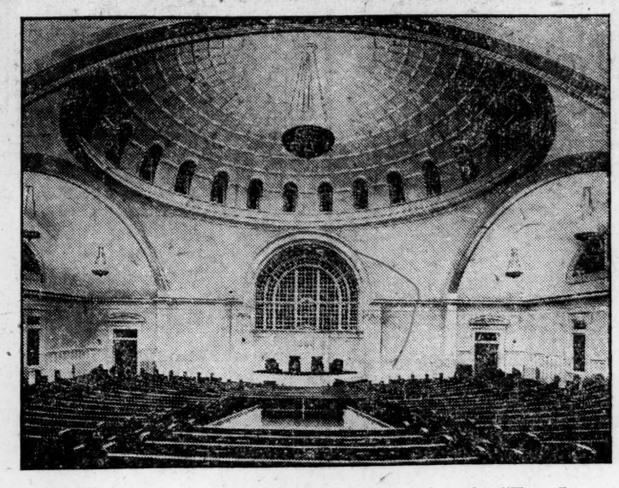
WASHINGTON—The center of production of the cotton-growing area of the United States in 1910 was three miles south of Vaiden, Carroll county, Miss., according to the census bureau's statistics recently issued.

This cotton-producing area is about 1500 miles long and 500 miles wide. The total area of the counties in which cotton was ginned in 1910 is approximately 625,000 square miles, or about 400,000,000 acres. Of this only about one acre in every 13 was devoted to cotton.

The center of production has been in Mississippi many years. In 1859 it was approximately 13 miles southeast of Macon, Miss.; in 1879 11 miles south of Columbus; in 1899 13 miles southeast of Lexington; in 1906 five miles northeast of Mayersville, and in 1908 four miles west of Lexington.

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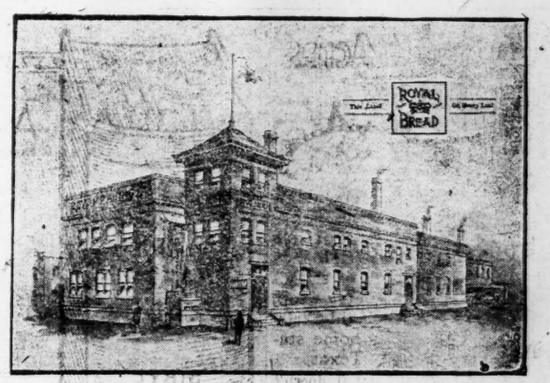
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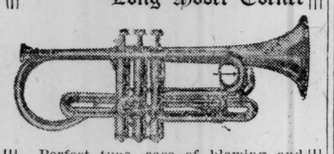
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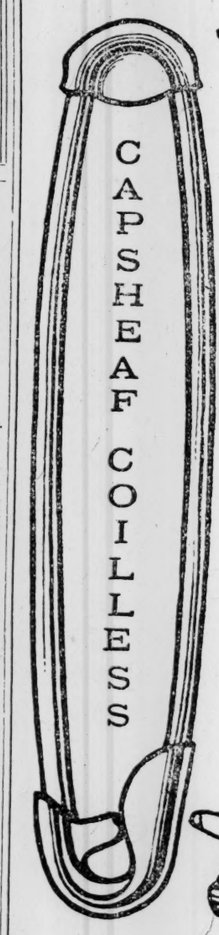
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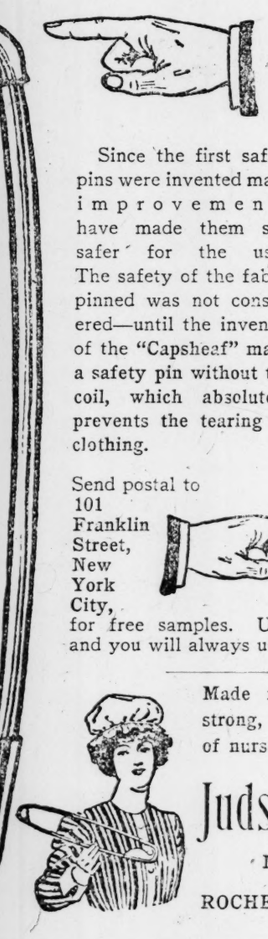
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SCOTLAND KIN TO ALL THE WORLD

Premiers' Coronation Visit Calls Attention to Strong Ties That Bind Nation to Oversea Dominions

PROGRESS AT HOME

(Special to the Monitor)

GLASGOW—The present moment seems one of strange contrasts and contradictions, of still stranger combinations and unexpected developments.

We Scots live at the same time both in a larger and in a smaller world than is the case with other men. Whether we dwell in town or country, in large house or small, we all alike have friends and relatives in the four corners of the globe. The local "posty" leaves at the doors of the people letters which have traversed vast distances of seas and continents to tell us how our kinsmen fare in the far off lands, and whether the traveling Scot finds himself in Toronto or Johannesburg, it is not long before the accent of the home district falls upon his ear and he finds himself known and welcomed.

The strong links which bind Scotland to the colonies and the colonies to Scotland were warmly referred to on the memorable occasion, when a number of colonial premiers and other statesmen visited Glasgow and Edinburgh in July. These gentlemen had come over to the old country to take part in the ceremonies connected with the king's coronation, and on July 6 three of them, the premiers of Australia, New Zealand and Newfoundland, received the freedom of the city of Glasgow and two of them received from Glasgow University the honorary degree of doctor of laws, Mr. Fisher of Australia having declined the latter honor. On the following day, the names of the premiers of Australia and Newfoundland were inscribed on the burgess roll of the city of Edinburgh and on July 19 the University of Edinburgh conferred the honorary degree of doctor of laws upon seven of the colonial governors and statesmen.

In presenting the honorary graduates, Professor Mackintosh spoke of the University of Edinburgh as the "alma mater of colonial youth," and both in Glasgow and Edinburgh the visitors were received with much enthusiasm and on their part spoke of the numbers of Scottish people in all the overseas dominions and of the important positions which many of them held.

There is no doubt that the stream of emigration is at present increasing yearly, great attractions being held out in the shape of free farms and assisted passages. Australia is stretching out a hand to the humblest class of our city-bred boy, promising to give him the necessary training to enable him to become a farmer. There is also a large demand for women as domestic servants in every part of the overseas dominions.

While fully recognizing that there are greater opportunities in new countries than in the old ones and that the colonies have much to offer our most enterprising, capable and industrious men and women, we yet believe that there are counterbalancing advantages on the side of the old country and that there are many to whom the life of the old world will always be more attractive. Efforts are being made to encourage the existing industries of the outlying parts of Scotland and to start new enterprises. Every year, during the London season, the Duchess of Sutherland has a garden party at which are displayed the beautiful woolen stuffs produced in the North of Scotland, in the Shetland isles and the Hebrides—Shetland and Sutherland homespuns and Harris tweeds—some of them scented with peat-reek and colored with dyes made from seaweed and mosses, others in soft shades produced by a mixture of the undyed wools of different colored sheep.

Boring operations are being carried on in the Island of Skye and in other of the western islands where it is believed that iron ore can be found, and the Island of Raasay has lately been bought by the ironmasters, Messrs. Baird (Limited), Gartsherrie, as the boring there has yielded satisfactory results. A correspondent of the Glasgow Herald tells us that the ore is reported to be of superior quality and that there is every prospect of successful mining operations being continued for some years.

From Castletown, Lochfyneside, also comes a report that a metal-bearing reef has been tapped which, it is hoped, will produce a large percentage of metal, principally copper, as well as lead, silver and gold.

During the summer hopes were entertained that gold might be discovered in the strath of Kildonan, Sutherlandshire, in sufficient quantities to provide a living wage for the men employed in the mining operations. The Duke of Sutherland bore all the expenses of the trial. He secured the services of a capable manager who had 13½ years of varied experience of gold mining in the Yukon valley; the men employed were all drawn from the district; ample provision was made for their welfare; comfortable quarters and good food were provided and the long, light summer evenings were enlivened by athletic sports and the other strenuous amusements in which our people delight. The outcome of the first wash-up was regarded as distinctly promising, a fair-sized nugget being found in the water, but subsequent trials have proved disappointing, and the experiment is now at an end.

Scotland is very rich in national songs, as all the world knows, but we are only gradually becoming aware of the treasures we possess. Mrs. Kennedy Fraser, the daughter of the well known Scot singer, David Kennedy, published in 1909 a volume entitled "Songs of the Hebrides," which has been received throughout Scotland with the greatest interest and enthusiasm. In the introduction to this volume she tells us how in the summer of 1905 she was at last able to carry out a long cherished scheme of attempting to collect from the mouths of the reapers, spinners and fishers of the isles songs that in all probability had been sung in earlier times on the mainland of Scotland, but which could now alone be found in the remotest of the isles. For this purpose she chose the Island of Eriskay, and she gives a most charming account of this tiny old-world spot, so little known that in 20 years it had been visited by hardly more than 20 strangers.

She describes the fairy-like scenery of the west, the primitive life of the crofters and tells us how, with the help of a phonograph she took down from the lips of the people of this and the neighboring isles this wonderful collection of songs—love songs and labor songs, lullabys and war songs, dirges and sea songs, and songs about seal women, mermaids, water kelpies and fairies. The music is extraordinarily beautiful and varied, and we find ourselves introduced to a new world of sound.

In a very interesting chapter on "The Hebridean Scales," Mrs. Kennedy-Fraser points out that "Whereas, in the European harmonic music of the last three centuries, the scale varieties have been reduced to two, the so-called major and minor, the Scots-Celtic melodic music, on the contrary, still makes use of at least 12 . . . it is to such variety of mode that we may trace much of the strangeness of this old-world music. Its character and strength, on the other hand, bear the impress of the race which fashioned it and used it for centuries, while its subtlety and beauty reflect the qualities of environment, the mystery and beauty of the hills and the sea and the sea-girt shores of the western isles."

While bent on preserving what was interesting and beautiful in the artistic life of the past, Scotland is alive to the need of pressing forward in every direction. As one example of this, we may cite the Edinburgh College of Art, which was established in 1908, and has therefore entered upon its fourth year. It was founded by the town council of Edinburgh "to serve as a central institution for art education in Edinburgh and the southeast of Scotland," but already it has attracted students from all parts of Scotland, from the north to Wigtonshire, and among the newcomers enrolled in the beginning of October there were a number from England and two from the United States. From a report which appeared in the Scotsman of Oct. 3, we learn that:

"A noticeable feature is the rising standard of general education among the applicants for admission. . . . On the other hand, the usefulness and accessibility of the college for those whose promise of attainment in art is their chief or only recommendation are also illustrated in the new enrolments. One of the students entering this year is a lad who has come straight from farm work, his ability in copying and also in original drawings having attracted the attention of appreciative persons in his district who have been the means of obtaining facilities for him."

In 1908, the town council was authorized to take over and to incorporate with the college the work of two other institutions, and the administration of the working and affairs of the college was committed by the articles of its constitution to a board of 19 members, of which the lord provost is, ex officio a member and chairman; nine other members of the board are elected by the town council from their own members; five members are elected by the Royal Scottish Academy; one member is elected by the school board of Edinburgh, and three are coopted members.

F. Morley Fletcher is the director and the teaching is arranged in four main sections—painting, architecture, sculpture and design. The painting and sculpture sections are presided over by members of the Royal Scottish Academy. The design section includes various crafts, such as carving, stained glass, metal work and plaster work. There are also special trade classes in the evening, including a house painting and decoration course.

It is hoped that the work of the college may result in a great revival of the spirit of art which was so conspicuous in the architecture and crafts of the middle ages, and which has seemed to become well-nigh extinct in this age of machinery. The indissoluble connection which exists between science and art is only now beginning to dawn on the consciousness of man. The artists of a bygone age caught glimpses of the underlying truth, but it came to them as an inspiration; they did not see the science on which all art must rest.

There are already signs that these hopes are being fulfilled. Buildings are arising in the Scottish capital which show unmistakable proofs of a new inspiration, notably the Thistle chapel, an addition to the ancient cathedral of St. Giles, wherein are to be seen carvings which would take their place beside the best work of the middle ages.

In addition to the attractions held out by the colonies, the attractions of town life are undoubtedly drawing many people from the country. Young men and women who in former days would have been contented with farm work or other country employment are now anxious to get posts in offices, hoping thereby to better their position and have an easier and more amusing life. Among other sections of the community, however, there is an ever-increasing preference for an outdoor life and for strenuous amusements.

Far less time is spent in novel-reading than was the case a few years ago, and not contented with arranging long walks and hill climbs for the summer time, men and women take pleasure, even in winter, in exploring the distant parts of the highlands and in ascending the hills when covered with snow. The Scottish Mountaineering Club was organized many years ago for the purpose of becoming better acquainted with the hills of Scotland and three years ago was formed the Ladies' Scottish Climbing Club. Both these clubs held meets in the Highlands during the Christmas holidays and many snowy peaks were ascended.

In choosing a place for a meet of the club, the chief requirements are as follows: a fairly comfortable country hotel in easy reach of hills over 3000 feet high with a certain amount of rock face. When a majority of the members have decided upon a meeting place, the secretary of the club writes to make terms with the innkeeper, somtimes taking the whole house for the twelve or fourteen ladies who are to join in the expeditions. They divide themselves into smaller parties as friendship or capacity dictates, and on every expedition one member acts as leader, receiving the chief share of the honor if the day is a success and being held mainly responsible if it prove a failure.

In the Highlands of Scotland during the winter solstice the sun rises barely before nine in the morning and sets soon after three, but the period of twilight or gloaming is longer, of course, than in more southern latitudes. The start for a hill expedition is often made by starlight at about 7:30 a. m. and all aim to be back at the latest by 6 o'clock in the evening.

The weather is uncertain, often wet, and summer or winter alike it is rare to find it still among the hill tops. There is generally a strong wind blowing. It will thus be seen that these expeditions call for plenty of pluck and endurance; sometimes the last part of the walk has to be taken in darkness, plunging through bog or burn or facing wild weather. The members endeavor to arrange each expedition carefully, to adhere, as far as possible, to the plan adopted; discipline, punctuality and the power of observation are cultivated.

Many people who have hitherto glanced at maps only in a desultory way, now learn to read a map accurately, to count the streams crossed, to notice the contours of the hills, to use a compass. For carrying spare clothing, provisions and other necessaries, the "rucksack" of Germany has taken the place of the knapsack. It hangs equally from the two shoulders and people who get used to carrying it declare that it adds to their comfort in winter walks, keeping the back warm and dry.

These hill expeditions in winter time are often made in the heart of the deer forests and the climbers find that the permission of the owners of the deer forests is easily obtained and that they meet with much friendliness from them and their employees.

Another hardy pastime which is gaining ground among us is ski-running. For many years this amusement has attracted people to Switzerland and other places abroad, but till lately it was thought that there was not sufficient snow in Scotland for the sport. Since the Scottish Ski Club was started in November, 1907, it has been discovered that good snow can generally be found among the high hills well into March. The chief difficulty that the ski-runner encounters in Scotland is the changeableness of the weather, but arrangements have been made with people living in various parts of the country who send word to the weather reporter of the club, and when he hears of favorable conditions in any district he send a notice to this effect to the leading newspapers of Scotland.

Those who have tried skiing generally declare that it is the most exhilarating form of exercise they know and every year more people are taking to it. These trips into the hilly parts of the country in midwinter give opportunities for observing our furred and feathered friends in their winter coats and many interesting notes are brought back which find their way into articles on natural history which appear in our daily press. In a few years time we believe that the steady increase in those taking part in hardy outdoor amusements will open up a new opportunity of gain to the country hotel keepers, whose season has hitherto been a very short one.

Another pleasant feature connected with the Scottish Ski Club is that it forms a link between ourselves and the men of kindred tastes on the continent. The first international ski congress ever held took place in Christiania in February, 1910, and there were present representatives of ski clubs from Norway, Sweden, France, Switzerland, Spain, Austria, Behemia, Germany, England and Scotland. No one can tell the good that may come out of these friendly gatherings.

No sketch of Scotland and Scottish doings in the year 1911 would be in any way complete which failed to notice the remarkable success of that great movement, the boy scouts organization. Excellent work had been done for years by the boys' brigade which was established as far back as 1883, and has as its object "the advancement of Christ's kingdom among boys, and the promotion of habits of obedience, reverence, discipline, self-respect and all that tends toward a true Christian manliness."

Still there were great numbers of boys who had never been reached by this or any of the kindred institutions.

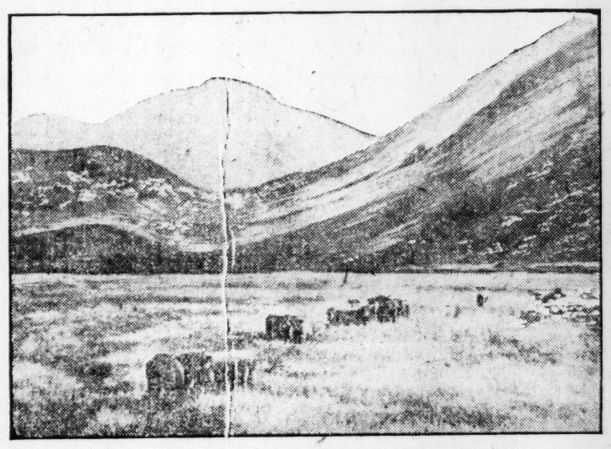
As is well known, the boy scouts organization was founded in 1908 by Lieut.-Gen. Sir Robert Baden-Powell, K. C. B. It took hold of our Scottish boys at once and last year there were 15,000 boy scouts in Scotland. It seems to be part of a great world movement which is to unite what was best in the past with the larger possibilities of the present day. Great changes have taken place in the last 30 years, the strict bond of parental discipline has been largely relaxed, the old time respect for "elders and betters" is fast disappearing and it seemed to many as if nothing was to take the place of those old ties.

Some of us knew that this could not be so, that a great awakening to higher things had already begun and would show itself in many ways. We are convinced that the cause of universal peace and the recognition of the brotherhood of man is being brought nearer by every movement that trains men, women or children in self-discipline and cheerful obedience to law, which helps them to work in a friendly way with others and to show courtesy and consideration. In order to be good citizens of the world we must first serve our own country faithfully and intelligent service requires much alertness, courage and the willingness and capacity to obey. Already in this country we see the improvement in the manners of the boys—it is easy to pick out the boy scouts by their manly carriage and smiling faces and we feel sure that the organization has a great future before it.

The year 1911 will be remembered in Scotland as the year in which a Scottish school won the Ashburton shield at the National Rifle Association meeting at Bisley on July 12. The Edinburgh Academy had never before sent a team to compete. Three years ago their cadet corps was formed, but it was only last April that the boys took up shooting at the open ranges. In June they entered a team for the Edinburgh rifle meeting, where they carried off the schools trophy and a week later they won the Brook shield at the Darnley meeting of the Scottish Rifle Association.

At Bisley 55 teams, representing all the leading schools in the country competed for the Ashburton shield. Those schools which have a contingent of the junior division of the officers' training corps are entitled to send a team of eight pupils each, every competitor being under 20. In the case of the Edinburgh Academy cadets, their average age was under 17.

ALONG SCOTLAND'S RUGGED COAST



(Photo specially taken for the Monitor)

A popular outdoor sport in Scotland is skiing, the snow on the hills lasting into March

HANNAH MORE, WRITER AND REFORMER

(Special to the Monitor)

THE copy-books of childhood used to repeat that the pen is mightier than the sword, and we may add that the pen has not seldom proved at least equally fearless and responsive to duty. Of this heroism Hannah More deserves to be cited as a conspicuous example; though indeed her fame rests not alone upon her literary honors, herculean as these were. While emulating the pastoral offices of moralist, social reformer and teacher, she also shone as a writer of poetry, essays, drama, fiction and tracts. Above all, she triumphed through unflagging zeal for good, and gave her entire long life, without stint, to the advancement of true culture. No wonder that posterity has called her blessed.

In beginning her book, "Retrospection and Introspection," under the chapter "Ancestral Shadows," Mrs. Mary Baker Eddy, Discoverer and Founder of Christian Science, has this to say of Hannah More in explanation of reports that they were relatives:

"My ancestors, according to the flesh, were from both Scotland and England, my great-grandfather, on my father's side, being John McNeil of Edinburgh.

"His wife, my great-grandmother, was Marion Moor, and her family is said to have been in some way related to Hannah More, the pious and popular English authoress of a century ago.

"I remember reading, in my childhood, certain manuscripts containing Scriptural sonnets, besides other verses and enigmas which my grandmother said were written by my great-grandmother. But because my great-grandmother wrote a stray sonnet and an occasional riddle, it was no sign that she inherited a spark from Hannah More, or was her relative."

Born on Feb. 2, 1745, at Stapleton, in Gloucestershire, Hannah was the fourth child of Jacob and Mary More. Her father was descended from a family of Norfolk Puritans, and was master of a free school at Stapleton, while Mary More was a farmer's daughter. The family of Mr. and Mrs. More consisted of five girls.

Hannah, the most gifted of these children, was considered clever beyond common expectation. When quite a child, she used to enjoy hearing stories of the poet Dryden, later becoming fond of Plutarch. From her own people she learned mathematics, Latin, French and history. It is related that her father found her an astonishingly apt pupil, and before long she began to put together simple essays. About 1757 she went to Bristol, where her sisters had set up a boarding school. Italian and Spanish were now to be added to the growing list of her accomplishments. In the year 1762 the young author published a children's drama entitled "The Search After Happiness." And soon she translated Italian opera with facility and fair success.

During her lengthy residence in Bristol Hannah More became acquainted with several literary and distinguished men. It will be remembered that Chatterton lived at Bristol, while more than one great maker of verses used to sojourn there. Miss More's select circle of friends included Sir James Stonehouse, Dean Tucker and the poet Langhorne, whom she met at Weston.

Culture Wings Genius

During this time the budding writer's talents were maturing with the growth of her experience. Evidently culture had given wings to her latent genius, and Miss More possessed a winning charm and a gracious disposition. One of her biographers has left it on record that she was "amiable, kind to children, and as playful as her conscience would allow." A portrait, painted in the flower of her womanhood, depicts a refined and thoughtful face, intellectual but not severe, self-possessed and betokening calm activity.

And now, probably in 1773, an eventful change in this stirring life occurred in the author's first visit to London. It was here that she met David Garrick and his wife, who proved such valued and faithful friends. Here she was introduced to the society of Dr. Johnson, receiving a quite uncommon degree of approbation from that great man, who esteemed her very highly (while deprecating her youthful desire to flatter him), and even hailed her as the most powerful "versificatrix" in the English language, to use his own sonorous term.

Sir Joshua Reynolds, Horace Walpole, Edmund Burke, Dr. Lowth, bishop of London; John Newton, William Wilberforce, Zachary Macaulay and later his illustrious son, were likewise on the long list of Miss More's acquaintances. Surely, in those days at least, she tasted the sweets of popularity. The sisters were housed in apartments not a hundred miles from Covent Garden. And here, right at the hub of the universe, with a useful passport to intercourse with several of the most brilliant men of the day, Hannah could broaden her mental horizon, while turning to the best account her native talents and scholarly learning.

In 1776 Hannah More published an original poem, "Sir Eldred of the Bower," receiving 40 guineas for it. Garrick having advised her to write for the stage in the following year she produced a tragedy entitled "Percy," which ran for 21 nights at Covent Garden. Four thousand copies of this play were sold in the first fortnight. Under the great actor's superintendence she also commenced a second play, "The Fatal Falsehood." But when produced in 1779, shortly after Garrick had passed away, it was not particularly successful. Miss More's views on theatergoing were, however, changing, and partly saddened by the loss of her friend, she declined to be present at a subsequent revival of "Percy," in which Mrs. Siddons herself appeared.



(Copyright, Phillips, Wells, Eng.)
HANNAH MORE

Yet, notwithstanding all this favor and social relaxation Hannah More found constant pleasure in religious study. So deeply ingrained in her nature was piety that her normal tendency inclined as by instinct to the higher and serious aspects of life. And in 1782 she published a volume of "Sacred Dramas," intended chiefly for young persons, but these were not produced on any stage. Moreover, the practical sort of philanthropy enlisted her attention.

In 1785 Miss More, now yearning for a quieter life, had a cottage built at Cowslip Green, in the neighborhood of Bristol. She enjoyed her garden, read and wrote, and annually visited Mrs. Garrick at Hampton. Three years later she published (anonymously) "Thoughts on the importance of the Manners of the Great to General Society." This venture was soon followed by religious writings which obtained a very large circulation. And some years later her poem on slavery was also well received.

The crowning and unique achievement of Hannah More's career, was her great educational mission and pioneer work of reformation in the neighborhood of the Mendip hills. This enterprise was proposed by Wilberforce, undertaken in conjunction with her sister Martha, and carried out first with the aid of a solitary teacher, and afterwards by quite a staff of assistants.

In 1789 the sisters had retired from their school to a house at Bath. In August of that year, Hannah and Martha More paid a visit to Cheddar in company with William Wilberforce. The great champion of freedom having explored the neighborhood, the upshot of his investigations was an emphatic appeal to the famous author. "Something," he said, "must be done for Cheddar."

Wilberforce then proffered financial help if Hannah More and her sister Martha would try to improve this deplorable district. The two ladies bravely agreed to reconnoiter. Accordingly they started off the next day in a chaise. Their task was not an easy one. Roads were bad and sometimes wanting. The farmer who first entertained them was not encouraging. It appears that the landed interest was not expected to derive much benefit from the enlightenment of the masses, and there were those who clung to the cherished sentiment that "the poor in a lump" were bad.

Undaunted, the Mores boldly canvassed the village, and it transpired that many people were of opinion that a school would be good for the children, if not for a better reason than that it might antidote the depredations made upon their orchards. At length they won over the entire village, a truly wonderful day's work.

Hannah More took a small house in Cheddar, then procured the services of an excellent schoolmistress, and on a memorable Sunday in October, 140 children assembled at the school before going on to church. The following day the classes began. Utter ignorance at first prevailed. But five weeks later 30 pupils knew the catechism, 40 could repeat three psalms, while the village was more decent and the church began to fill. Miss More arranged weekly schools for girls and evening devotion for the parents. She also organized friendly societies to supplement numerous charities. As for her educational views, they would of course appear to our age old fashioned. She allowed no writing for the poor, but the girls were taught religion, reading and sewing, together with such accomplishments as might fit them for domestic duties. By the end of the year she had 500 children at school in Cheddar or in neighboring parishes.

Very soon the Mores tried other villages, but the Mendips were almost inaccessible in winter. The house at Cowslip Green was not particularly substantial, either, so the sisters repaired for a time to Bath and after another visit to London, at an eventful period in European history, Miss More returned to Cheddar and found all in a satisfactory state.

The brave propagandists now laid siege to two places which has been worse than Cheddar, namely, Shipham and Rowborrow. The necessary leave having been granted at Shipham, they found teachers after considerable difficulty and set to work to train them. Congresbmy was next taken in hand. Here the youth were described as being "ignorant, profane and vicious beyond belief." But 175 of these "banditti" were nevertheless brought into the ranks.

Thus the noble work proceeded. Some 30 of the most active years in the lives of Hannah and Martha More were more or less spent on behalf of the Mendip country. In 1792 they were employing about 30 teachers, while a lecturer and better preaching in due time came to enlighten Cheddar. Those who, visiting this part of England, have seen the smiling Somersetshire landscape can well feel thankful for the gentle influence which flowed from Christianity's fountains in peaceful benediction on its people. Undulating, varied and genial, the countryside has a charm that is all its own. Today the More house at Cheddar survives, a low, thatched cottage up a lane against the postoffice, near the entrance to the village.

It must not be supposed that such a renascence took place without travail and tribulation. At Wedmore the landlords strongly protested against the spread of culture, fearing loss of prestige and power. The Dissenters also began to take umbrage in various communities. In fact, Miss More became now the object of fierce invective and persecution by many who should have been the first to support her philanthropic efforts.

Now she was accused of Calvinism, now of Methodistic tendencies, and again of Jansenism and every conceivable doctrine in turn. The truth was far from these fabrications. One old bishop, hearing some of the charges preferred, remarked when he heard it was Miss More that he knew it was all right.

At Yatton she was obliged to close her school. At another village representations were made to the archbishop that the Mores were teaching without a license. And lastly we must recall the celebrated "Blagdon controversy" which raged about the year 1800, the subject of it being alleged religious irregularities on the part of one of Miss More's teachers. Again however, her good faith was vindicated, though a wordy warfare was long kept up in the form of an open correspondence. Her school at Blagdon was closed for a time, restarted, and afterwards closed again, but the establishments at Cheddar, Nailsea and Shipham still flourished as schools in 1825.

To advert to the general progress, in other fields, of Hannah More's career. Intervals between her operations in Somerset were occupied by rescue work in London. Some French emigrant clergy next received assistance from her ever-open purse. In 1802 she moved to Barley Wood in Wrington parish, where her sisters very shortly joined her, giving up their house at Bath. In the new home she lived quietly for many years, industriously writing. Here she wrote "Coelebs in Search of a Wife," besides some tracts and poems. She had been deeply stirred by the French revolution, and the slave trade question also prompted her to wield her tireless pen. A dialogue, "The Feast of Freedom," was followed by her "Moral Sketches," and the "Spirit of Prayer."

Soon after this she disposed of the house at Barley Wood, together with various effects, including the copywright of her last books, and moved in 1828 to Clifton. Here, surrounded by many friends, she spent her last remaining years, leaving in 1833 a fortune of £30,000 to church and charity.

Having sketched in outline our author's history, we shall consider her contribution to letters, to examine briefly its intrinsic character and to see wherein its excellence lay. For the eighteenth century was a critical one, and we cannot imagine that in it approbation from the highest quarters, such as Hannah More received, was ever very lightly earned. There must needs have been grace, wit and scholarship, together with dignity of matter and treatment to support outstanding fame. But these desiderata Miss More did furnish, and probably no one would care to argue that her reputation was unmerited.

On the whole her method is didactic, and we may as well here frankly admit that it is now and then a trifle prolix in its reiteration of favorable precept, strenuous homily and complacent dogma. Occasionally too her metrical flights exemplify that conscious art which bordered on the artificial in an age when form was unquestionably too often stereotyped. Hence it is no more than natural that the fare she offers should now seem to possess a flavor that better suited the eighteenth century palate than it does the twentieth.

Today there are booksellers in London who will tell you there is little demand for her writings. But when these reservations have been made, we shall have probably named all that a desire to be fair could with reason urge on that side of the question. To reach a just estimate we must remember that a writer is very largely bound by the traditions and practise of his particular epoch. And if allowance be made for this fact, we shall recognize that Hannah More's output is distinguished by virtue of many more sterling qualities than it may have of incidental defects.

An Abstract Thinker

Miss More was essentially an abstract thinker, in so far that her mind was always reverting to fundamental truths and general principles. But Christianity was her theme. So, in applying expressly such truths and principles, she argued instinctively from abstract to concrete, and the resulting product was an ethical study—whether an essay, a tract, or a dialogue—which was never lacking in human interest. To put the matter in a nutshell, she was in the world, but not of the world. Always there was an incisive judgment which, while lopping off every evil excrescence in a most uncompromising way could frequently make much allowance, and enabled its possessor to inveigh against sin without undue harshness or personal rancor.

In her the rational faculty was unusually strong, and it was to this faculty in her readers that she appealed, not primarily to their emotions. This "sweet reasonableness" pervades her littera scripta, even her most controversial subjects. A rare delicacy of perception discloses itself in Miss More's writings. She could weigh the most volatile of human passions, and balance moral motives and values "in the estimation of a hair." "Saint Hannah," as one old friend would call her, was a lover of sincerity, virtue, devoutness. And these hall-marks stamp her every page, but they are intertwined with vivacious humor and good will toward men.

Her poetry is at times reminiscent of Pope's—scholarly, precise and finished, replete with allusion and clever epigram. It blends humor and beauty with a nice proportion, frequently sparkling with brilliant satire, subsiding anon into quiet contemplation accompanied, so to speak, in the minor key. Her stanzas could be either pungent or soothing, vigorous, melodic or often sublime. The "Bas Bleu," a satire on a celebrated club, drew the highest praise from Johnson.

The plays were concerned with romance and tragedy, and in this connection we may recall the fact that she was described by at least one authority as "the best dramatic writer of the day."

"Coelebs in Search of a Wife," the most commonly known of all her books, comprises two volumes of conversation and shrewd analysis of social conditions. On the other hand her treatise on "Manners of the Great" is full of lofty argument, and made a big sensation. It is said that the third edition of it was sold out within four hours. "An Estimate of the Religion of the Fashionable World" unmasks hyprocisy and reveals the deepest penetration.

The same criticism would indeed apply to all her avowedly religious works, to "Practical Piety," "Christian Morals," "Moral Sketches," and various shorter essays and pamphlets. While the lengthy "Strictures on Female Education," and the "Hints on Forming the Character of a Young Princess," though not ostensibly sermons, bristle with pious exhortation and solid reasoning.

Miss More declaimed against such practises as hair dressing by barbers on Sundays, the giving of "card-money" to servants, and the mendacious use of that common formula, "Not at home." Her views on "Sensibility" transcend all sickly estheticism. "Village Politics" is a clever skit directed against revolutionary doctrines. The "Cheap Repository Tracts," written in collaboration with two of her sisters, are homely, instructive papers, having pointed morals. If we remember rightly their object was to undersell and counteract literature put out by the disciples of Tom Paine. For the most part, they are stories which include an exemplary parish priest, but ballads figure in the series as well. The "Tracts" enjoyed a phenomenal sale, reaching, it is said, 2,000,000 in their first year of publication, and flooding "orthodox" village libraries. They anticipated, and may have inspired the great work subsequently undertaken by the Religious Tract Society. Of these tracts the "Shepherd of Salisbury Plain" created quite a furore; while another, "Turn the Carpet" has been preferred by some.

To conclude this survey of Hannah More's works: Her diction is fluent, pure and choice. It is also, generally speaking, simple, if embellished with classical figures of speech, where, as in poetry, these can lend point to expression. That subtle instinct for the correct word is preeminently hers; while originality, resource, imagination and strong logic all combine to impart power to her writing, and to place it well within the rank of standard literature.

Of the positive trend of Miss More's doctrine, it must here suffice to observe that it represents the teaching of the evangelical school, interpreted in a broad and tolerant spirit, though held conservatively in the main. Always a consistent churchwoman, her ethical tones rang clear and high; her humanity was unfailing, while she pointed ever to the "larger hope" and the certain rule of eternal justice.

"Though erring fame may grace, though false renown
His life may blazon or his memory crown
Yet the last audit shall reverse the cause,
And God shall vindicate His broken laws."
—"Slavery," by Hannah More.

HANNAH MORE'S COTTAGE AT CHEDDAR



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The low, thatched house where Miss More lived with her sisters still stands

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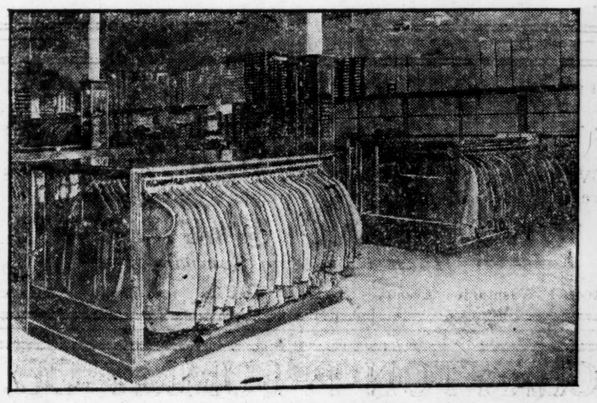
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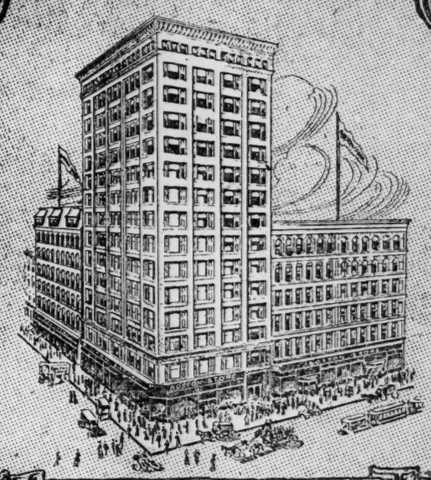
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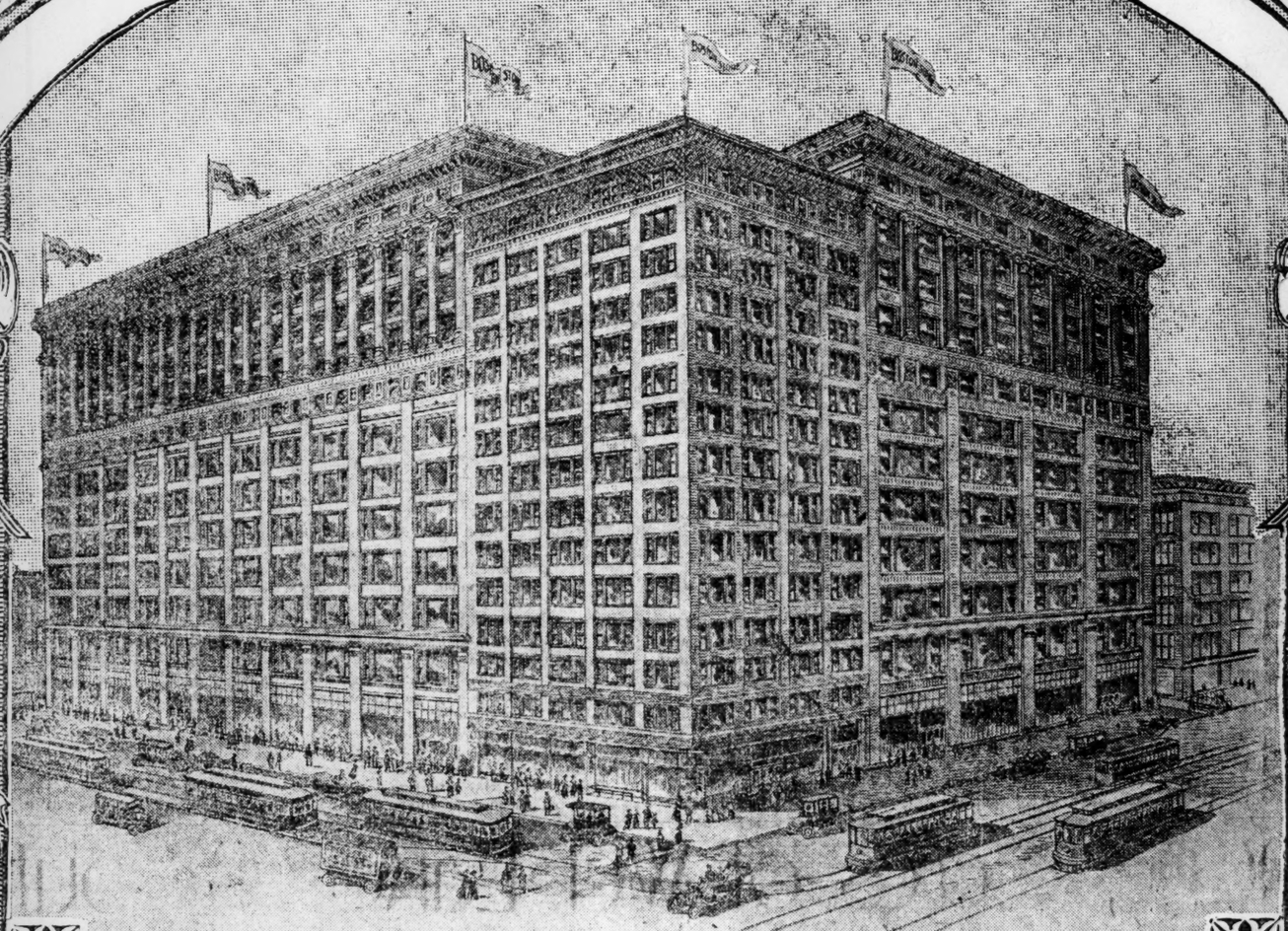
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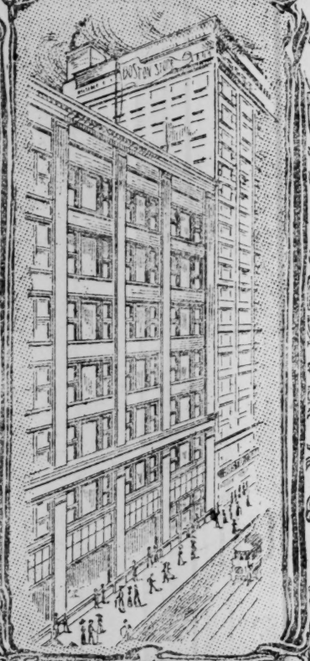
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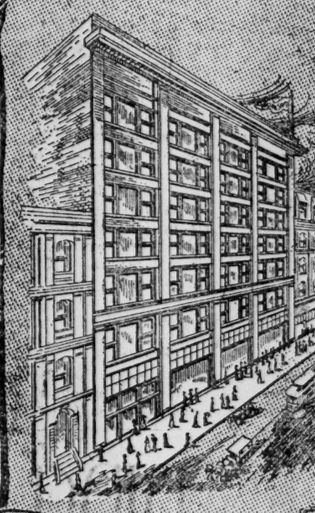
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OUR SECOND ADDITION, FINISHED AUG. 15. 1906



OUR FIRST ADDITION FINISHED NOV. 23. 1905

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The illustrations shown here give you but a faint idea of our rapid growth. We show here pictures of our store as it was Forty-two years ago, and as it is today. The lack of pictures of the various stages of the growth of the store makes it impossible to show the illustrations of all consecutive additions. We have therefore reproduced here the additions made to our store during the past six years. We take this period especially because during this time our greatest strides and achievements have been accomplished.

The illustration above shows you the Boston Store of Chicago as it will appear with the new addition, which will be completed within a few months. This building occupies the entire half square, bounded by State, Madison and Dearborn Streets, and is owned and occupied entirely by us.

WE ARE CONTINUALLY SERVING A THANKSGIVING FEAST, a feast of bargains in which all economical buyers are eager to share. Were it not for the fact that we always fulfil our promises, invariably giving the public the best bargains obtainable, being ever ready to refund the purchase price, it would be impossible to experience such wonderful growth and undertake these vast improvements. The policy of buying and selling for cash only, places in our hands a cash fund which enables us to purchase goods far more advantageously than other merchants can, because a cash offer is always preferred.

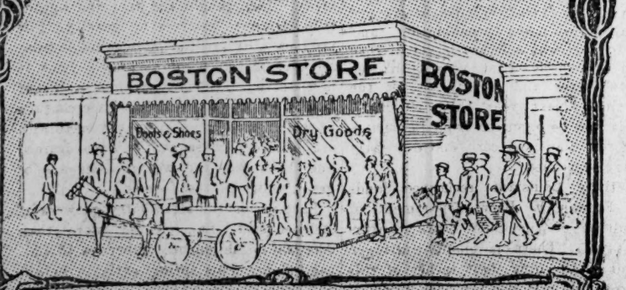
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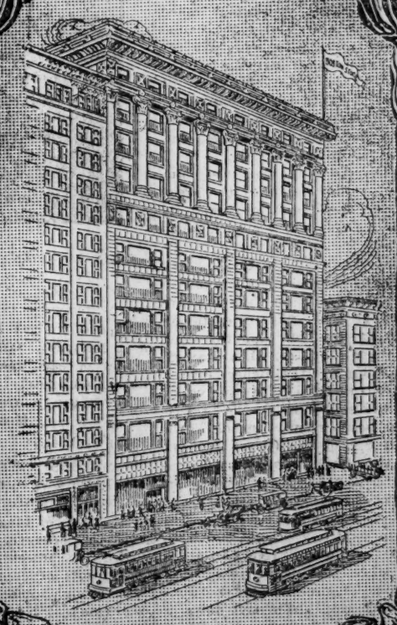
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THE CHRISTIAN SCIENCE MONITOR

Thanksgiving Number — 1911 — Section Four

BOSTON, MASS., WEDNESDAY, NOVEMBER 29, 1911

GALVESTON HOLDS PLACE AS SECOND EXPORT CITY DURING RECONSTRUCTION

GALVESTON, Tex. — When one summarizes the achievements of Galveston as a municipality and as a port in the 11 years that have intervened since September, 1900, when the city was storm-swept, the record is found to be one that commands the attention and inspires the admiration of the entire country. Step by step, surely and certainly, the city has gone forward, constructing protective works, making municipal improvements, deepening the harbor, preparing a pleasure resort, and taking care of import and export commerce of immense value.

Newspaper and magazine readers of the past decade have become too familiar with the destructive features of the hurricane of 11 years ago to make necessary more than a passing mention of the fact that $21,000,000 in property was lost, and confidence in the city's future shaken. This article shall be a story of the upbuilding; it shall chronicle the successive steps by which the city has protected itself against a repetition of the disaster of 1900, and it shall give the facts relative to the present day commercial importance of Galveston to the Southwest and to the country at large.

The building of a concrete sea wall around the city on the Gulf of Mexico side for the purpose of keeping back the high waves and tides in case of storm was the first protective measure that engaged the efforts of the people. Very little time was lost in getting at this work, and as soon as the engineers could formulate their plans the people of Galveston county, through their county commissioners, issued bonds in the sum of $1,300,000 to pay for constructing the wall.

The protective plans as outlined by the civil engineers called for the placing of 11,000,000 cubic yeards of sand filling on part of the city adjacent to the sea wall. The city of Galveston issued bonds to help pay for this raising of the city's grade, and the state of Texas, by action of the Legislature, remitted to the city certain taxes for a period of 17 years in order to assist the city to get in position to serve the Southwest as a port. The sea wall was finished in 1904. Its measured length around the city is more than four miles, and as it is composed of the finest quality of concrete, it seems that it will stand for centuries as an effectual barrier against the action of tides and waves.

The raising of the grade or ground level of the city to an elevation equal to the height of the sea wall was begun about the time the sea wall was finished and this grade raising required six years to complete. Preliminary to depositing the sand filling a canal was dredged along the edge of the city, near the sea wall. Through this canal the big hopper dredges steamed, bringing in their holds the sand which they had sucked up from the bottom of the harbor. They discharged the sand through large pipe lines that extended from the canal's edge to various sections of the city.

While the original plan was to place only 11,000,000 cubic yards of additional filling it was found desirable at later stages of the work to elevate the level of other portions of the city, and before the work finally came to an end in 1910 a total of 16,321,400 cubic yards of clean sand had been added to the city's earthern foundation and the place had been actually lifted all the way from two to 17 feet.

These protective measures cost approximately $6,000,000, and this does not include the expenses to which the property owners were placed because of the necessity of raising their houses and fences. Many of the residences now rest on a level of 10 and 12 feet higher than that on which they stood previous to the grade raising.

A work that is now nearing completion and that has been of much interest to people wherever they have heard of it, is the construction of a great causeway to connect Galveston island, on which the city is located, with the mainland of Texas. Up to the present time, since the storm of 1900, the only bridge connecting the city with the mainland has been a railroad trestle of the ordinary sort constructed of piling, ties and rails. This has been used exclusively by the railroads entering the city, and was inadequate to the needs of the port, the city, and the country adjacent to the city. The causeway now being built will not only prove adequate to all the commercial demands of this community, but it will also inspire a greater confidence in the safety of Galveston as a place of residence. The causeway is 10,642 feet long and varies in width from 66 feet to 154 feet. A portion of the structure near the middle is made of concrete after the arch-bridge style of construction. At either end of the arch bridge is what is known as the protected roadway. It was made by depositing sand filling between two concrete retaining walls, this filling to be protected further by concrete slabs placed along the sides. The cost of the causeway when completed will be about $1,400,000. It is being paid for jointly by Galveston county, by the steam railroads which enter the city, and by the Stone & Webster Engineering Corporation of Boston.

The last named concern has right-of-way over the structure for the Galveston-Houston electric interurban, which has been under construction for several years and which will begin operations about Dec. 1. Galveston county will have a roadway for vehicles of all kinds over this causeway, and the steam railroads will have double-tracked lines over it.

Now that the city is amply protected against storms and is also assured of a causeway connecting the city in the most substantial way with the main land, the people of Galveston have been giving more thought to building up the resort feature of the city's life. The most notable achievement, along this line during the last two years has been the erection of Hotel Galvez, near the beach. This enterprise was conceived, built and named by Galveston people. They realized that if the city was to become the resort for tourists which its many natural advantages warrant it would have to have a hotel of the most modern type and catering to the demands of the most exacting tourists from the North and East. Accordingly, by popular stock subscription, more than $750,000 was raised and the hotel built. Its construction is of reenforced concrete and it is fire-proof and storm-proof. The advantages which Galveston offers the vacationist consist of the equable climate the year around, the fine surf bathing, the beach and sea-wall boulevard for automobiling and the bay and the gulf for fishing and yachting.

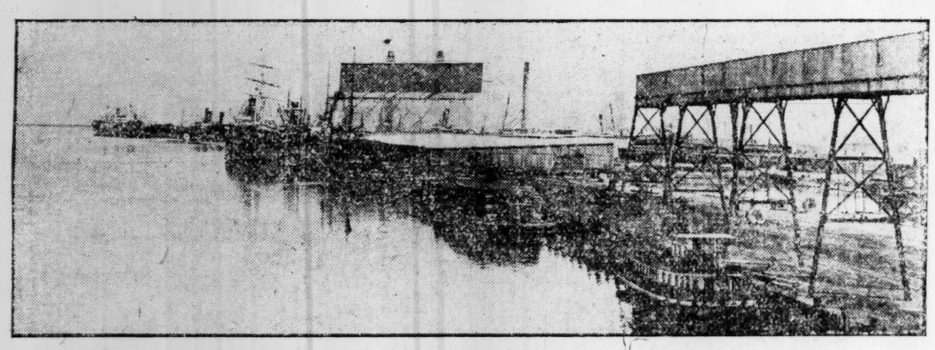
Among the accomplishments of Galveston during the last decade there is none more worthy of consideration than that relating to the management of the city's municipal affairs and the public improvements that have been made under the commission plan of city government. The aldermanic system of running the city was in effect at the time of the storm, but it was so thoroughly unsatisfactory that the commission plan was resorted to as soon after the hurricane as was possible. This plan of administering the city's business through a mayor and board of four commissioners soon became well known throughout the country as the "Galveston plan," and commission government has been adopted by scores of cities all over the United States.

In Galveston it has worked out most satisfactorily. The men originally chosen to be commissioners have been reelected from time to time and have now served the city continuously for about 10 years. In that time there have been three mayors elected.

A number of valuable municipal improvements have been effected during the past seven or eight years, chief among them being the laying of a good drainage system and the paving and surfacing of several miles of the city's streets. Extensive waterworks and sewerage improvements have also been made. The

(Continued on page two)

GALVESTON HARBOR LOOKING EAST FROM PIER 20



Leading seaport on Texas coast stands second in the United States for the value of its exports, being exceeded only by New York

VIEW IN GALVESTON SHOWING REBUILT CITY



Filled in with from 2 to 17 feet of sand, low sections of the city have been raised to level with great sea wall

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E. W. WELLS

ARIZONA STATEHOOD NOW REGARDED AS A CERTAINTY THIS YEAR

TUCSON, Ariz. — Arizona's prospects for obtaining the rights of self-government were never so good as they are today. Even though the bill admitting her contained the reservation to reject her unless the objectionable clause applying the "recall" to the judiciary be eliminated, it is certain as any undetermined thing can be, that when the vote is taken next month this objectionable clause will be stricken out. It is generally believed now, even by those who favor the recall, that statehood without the measure would be better than no statehood at all.

Under a territorial form of government, capitalists are cautious in their investments because they do not know what the constitution of the future state may be and capital always dislikes judicial changes. Thus the territory of Arizona has for years been handicapped because it was not admitted as a state, but now that the constitution has been agreed upon capital will make its investments.

The people of the most favored territorial possessions of the United States cannot elect their own Governors, judges, nor a member of Congress. Their representative in Congress is only a delegate without the right to vote on the enactment of any congressional law, not even if it specifically affects the people he is supposed to represent. While a territory can elect a Legislature to enact laws for its local government yet all the laws so enacted are subject to the approval or disapproval of Congress. Therefore it will be seen how desirous the inhabitants of a territory are to change from a territory to a state.

For more than a quarter of a century the people of Arizona have each year been appealing for statehood and each year, despite their efforts, this appeal has been denied by Congress until the enabling act was passed by that body in 1910. This long delay has been borne patiently, for our citizens realize that the work of building a state is a noble undertaking, one that requires time for its accomplishment.

To show that their courage is undaunted and to keep the goal before them, some of our pioneers have had in their homes a beautiful piece of statuary —the figure of a woman, her graceful head bowed in patient submission—the emblem of Arizona waiting for statehood. But the real monument to immortalize the indomitable faith of our pioneer people is the state itself, which they have built.

These pioneers who endured the privations and dangers of the early days are the ones who have made possible such a commonwealth as that of today. Many of the men are still with us who for 40 years have heroically struggled with and conquered all of the formidable obstacles of the great American desert. From the wildest and most rugged portion of our continent, they have carved a safe, pleasant and desirable abode for the home-seeker.

Arizona gives promise of becoming one of the richest states in the Union. In her output of copper for 1910 she surpassed [illegible] other states, and it is thought that [illegible] mines of gold, silver, copper and lead have barely entered upon their period of development. Great herds of cattle roam her vast plains and her agricultural possibilities will yet astonish the world. Almost perpetual sunshine, an intellectual, vigorous, law-abiding population, the very best of public school and educational facilities, including a university not excelled in efficiency by any other institution of like age in the country, all will contribute toward making the new state one of high rank.

Already the multiplied obligations which must naturally devolve upon the citizens of a state, such as the election of a Governor, judges and members of Congress, are awakening a new devotion to the needs of the people.

One indication of this is seen in the preliminary statements of candidates for public offices. E. W. Wells, one of the earliest to enter the race for Governor, said in part when he announced his candidacy:

"I have consented to run for the office of Governor of the new state of Arizona and of course I hope for success, but if we do not succeed let us at least conduct a manly campaign. It is not manly to traduce an opponent nor is it proper to speak of his failure. I demand that in this campaign there be no mud slinging. I do not desire success at the expense of another's misfortune. If I cannot advance on my own merits I do not want to advance. It is unpalatable to me to contemplate advancing over the forms of men who have been unfortunate.

"The great possibilities we have here can be worked out with great credit to Arizona if we go about it understandingly and intelligently. If I am elected to the office of Governor I will accept every proposal that is for the good of the new state, no matter the source nor its political creed. If it will bring benefit to Arizona I will be glad to accept it.

"Should I reach the office of Governor, in selecting my advisors I intend to eliminate personal enmity and political bias. We are facing the most critical moment of our career and I shall endeavor to obtain the advice and aid of the best men I can find. I shall select them with a view of obtaining the highest order of efficiency."

SHIPWORKS OF MICHIGAN KEEP PACE WITH GROWTH OF GREAT LAKES COMMERCE

DETROIT, Mich.—The state of Michigan has a shore line along fresh waters navigable for the largest ships, 1700 miles in extent, or the length of a bee-line from Boston to Denver. Upon the waters of these Great Lakes and connecting rivers and canals floats a commerce whose size and value, when stated in figures, tax credulity. In 1910 this commerce engaged the services of 2379 steamships and 607 sailing vessels and barges, all flying the American flag, together with 735 vessels flying the Canadian flag.

The city of Detroit faces a river half a mile wide and 40 feet deep, along which passes in review a commerce whose tonnage far exceeds that of any other river in the world. In the 235 days of the navigation season of last year 75,000,000 tons of freight floated along this river in steel ships, many of which were more than 600 feet long with cargoes of more than 12,000 gross tons. Passenger ships also carried millions of passengers.

To this great commerce Michigan has contributed a worthy share, not only in the products of her fields, forests and mines, but also in ships that carry the freight. Michigan has sent more than 169,000,000,000 feet of pine lumber into the markets of the world. A statistical writer has calculated that this lumber would have built a board walk five feet wide, two inches thick and 3,000,000 miles long—a distance equal to 120 times the equatorial circumference of the earth, or more than 12 times the distance to the moon. It would have built a great plank way one mile wide and two inches thick from New York to San Francisco. It cannot be accurately told how much of this lumber has been carried in wooden schooners, but the time was when the bosom of the Great Lakes bore countless sailing vessels piled high with their overburdened deck loads. Today all that is left of these fleets is a memory.

Contemporaneously with the advent of the great lumber interests of the state, Michigan began to send fourth another product which bids fair to outclass the other in magnitude. Iron ore was discovered in the upper peninsula in 1844, just 11 years before the completion of the Sault Ste. Marie canal. In 1855 the first cargo of 132 tons of iron ore passed through the canal in a little wooden ship. Today steel ships carry 13,000 tons of ore in a single cargo and bring down from Lake Superior about 50,000,000 tons annually. These same steel ships also carry 200,000,000 bushels of grain, 11,000,000 barrels of flour and 15,000,000 tons of coal in a single season.

In the years beginning with the sixties and ending with the eighties the wooden shipbuilding yards along the shores of Michigan teemed with life. Thousands of staunch and trim hulls were turned out in those days and sent away under straining sails to take their part in upbuilding the mighty commerce of the Great lakes. Today, not one wooden freight or passenger boat is being built in any of those yards. The yards themselves—many of them—are silent and deserted or converted to other industries; while the hulks of many famous old wooden schooners lie abandoned on the banks and shores of river and lake.

Steel has driven the wooden ship from the inland seas.

The first iron ship of the bulk freight type built on the Great lakes came out in 1882; the first all-steel ship in 1886. The first iron ship was 287 feet long, the largest steel ship today is 617 feet long, 64 feet beam, 33 feet molded depth, requires nearly 10,000,000 pounds of steel for its construction and carries a cargo of 14,000 tons. With such equipment the owner contracts to transport a ton of ore 1000 miles, from Duluth to Buffalo, including loading and unloading, for the sum of 75 cents, or three quarters of a mill a ton mile. At that tiny freight rate the business in years of normal activity pays handsomely. The shipbuilder has shown how this phenomenal rate of transportation can be maintained, and the inventor along shore with his wonderful loading and unloading devices has completed a transportation achievement which stands alone and unapproachable. A cargo of 10,000 gross tons of iron ore has been loaded in the mammoth hold of a modern steel freighter in less than two hours and unloaded therefrom in less than five hours.

The ship that carries the enormous cargoes of the inland seas, and withstands the northeasters that rage over lake Superior must be of the best construction known to marine architecture.

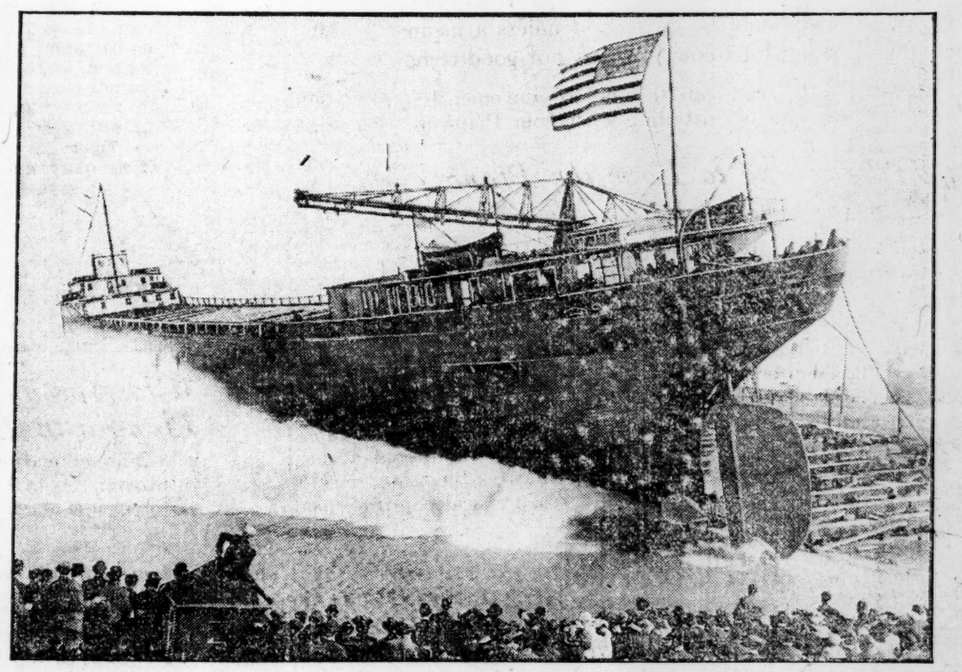
Among the shipbuilding plants of Michigan those of Detroit are world famous. One of these plants in the year 1910 turned out a tonnage that ranked fifth among the records of all the great shipbuilding plants of the world. Bulk freighters, package freighters, car ferries and passenger boats have been built in rapid succession. From 3000 to 5000 men are employed in this industry in normal times in Detroit, while from yards at other ports smaller vessels are constantly being brought out.

The modern freight boat on the Great Lakes is not only a high development of utility, wherein economies have been worked out to the last degree, from boiler room to pilot house, but the appointments of its quarters for crew and officers border upon the luxurious, not to speak of the extra cabins for the owner's use, which do not suffer by comparison with those of the finest ocean liners.

During the summer months the managers of these ships are beseiged by applicants for passage. There is no trip by water more unique and interesting than the passage of 2000 miles from Buffalo to Duluth and return on one of these steamships, many of which are equipped with wireless telegraphy, elec-

(Continued on page two)

LAUNCHING A 10,000-TON GREAT LAKES SHIP



Unlike the method at seaports the shipyards of the American lakes send the finished vessel into the water sidewise instead of stern foremost

JAPANESE SCHOOL PUPILS EXEMPTED

SACRAMENTO, Cal.—Public school authorities have no power to compel Japanese pupils who are receiving private instruction to attend the public schools, according to a ruling made by Edward Hyatt, state superintendent of public instruction.

The ruling came in response to a letter from D. T. Bateman, superintendent of the schools of Santa Clara county, who explained that at Alviso there are a number of Japanese children who attend a Japanese school, but do not attend the public school.

SHIPS USE SMALL SEXTANTS

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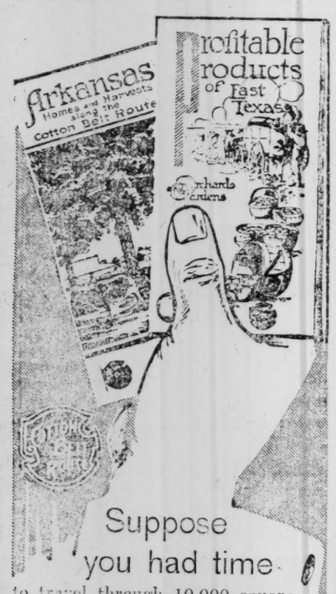
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State Is Coming Into Its Own as Immense Coal, Oil and Other Mineral Deposits Are Opened and Developed

PLANTING ORCHARDS

CHEYENNE, Wyo.—Wyoming is beginning to come into its own. Residents and investors are just beginning to know of the wonderful resources of Wyoming—once wild and romantic Wyoming.

Once little was known of the state except that Owen Wister met the "Virginian" here; that there were some cattle, lots of sage-brush and six-shooters. Now people are being truthfully informed that within the broad confines of this commonwealth there is an abundance of coal, asbestos, oil, gold, silver and copper bearing ores, sheep, cattle, fruit, hay, grains and potatoes. Perhaps fruit growing should be qualified because that industry is still in its infancy but in the Lander district, prize fruit has been and is being grown, especially apples. Wherever there is water for irrigation, there are orchards.

And irrigation is possible in most sections of the state except the southern and southeastern portions. In these districts, "dry-farming" is being successfully followed. In the Golden Prairie district, which embraces the towns of Carpenter, Burns and Hillsdale, and in the Pine Bluffs section, dry-farming has certainly paid, despite the fact that the seasons of 1910-11 were exceptionally dry.

The southeastern part of the state has changed wonderfully in 10 years. Agriculture has ousted cattle and made room for thousands on the land that formerly provided a livelihood for less than a hundred. Great fields of wheat, oats, corn and potatoes now grow on land which formerly was nothing but a cattle range. While some of these farms have been bought, many of them are homesteads.

While sheep have really superseded cattle and the vast ranges of Wyoming are no longer covered with the wily steer, yet many cattle are still raised in the state but now they are high-grade stock and are always in the running at the stock shows.

When justice stepped in and upheld the rights of the sheepman, just then the cattle business commenced to wane. Many cattlemen were forced to raise sheep or leave their ranches because cattle would not range near sheep. Then, too, sheep could be raised cheaper than cattle and there was a good profit in them, not only on the mutton but also on the wool. In 1910 in Wyoming 4,650,000 sheep were sheared at a total valuation in wool of $6,542,660, being a close second to Montana, the sheep state of the nation.

Few outside the state have realized that in the available supply of two of the greatest forces of modern industrial life, coal and petroleum, Wyoming all but heads the list. The coal supply that is workable is astounding in the total, and the oil that can be produced is in such volume that the output of the most famous oil fields of the past half century fades into insignificance by comparison.

The lack of transportation facilities has been the greatest factor in retarding the development of the great resources in the past, but with railroad expansion being forwarded in every part of the state, Wyoming will in a few years be well up if not at the top as a coal and oil producing state. For several years the work of examining and measuring the coal beds and oil bearing strata has been going on under the direction of the United States geological survey and the state geologist. Today the figures that have been compiled are available and it is no longer a matter of guesswork as to what resources Wyoming possesses, nor their amount. The figures that follow are official and are considered conservative by those who have carried on this work of investigation.

The coal supply of Wyoming is placed at more than 424,000,000,000 tons, the state ranking in this respect second only to North Dakota. The coal of North Dakota, however, is entirely lignite, while nearly all of the Wyoming coal is bituminous or sub-bituminous. The available coal supply of the entire United States is given as 3,000,000,000,000 tons, Wyoming containing nearly one-seventh of this amount. Up to the present time less than one thirtieth of 1 per cent of the estimated coal supply of the state has been mined.

Coal bearing formations underlie about 60 per cent of the state, the largest area known to contain workable coal, lying east of the Big Horn mountains and extending from Douglas northward to the northern boundary of the state. Coal mining is carried on in every county of the state with the exception of Laramie county, giving employment to more than 9000 men.

While small quantities of petroleum have been produced in Wyoming for several years, the world at large is just beginning to realize that the oil fields of this state cover a greater area than those of any other state and that Wyoming is destined to become one of the greatest oil producing states in the Union in value of product as well as in amount of production.

The geological survey says that the oil fields of Wyoming cover 750 square miles, while the available supply of the Wyoming, Utah, Colorado and some minor fields, is estimated at a minimum of 1,000,000,000 barrels and a maximum of 5,000,000,000 barrels. In view of recent development it is now asserted that the extent of the Wyoming oil fields, as quoted above, is too low by 50 per cent, while the yield of Wyoming alone will equal or exceed the estimate given for all the fields mentioned. The greater part of the oils produced in Wyoming are either high grade illuminating or lubricating oils which sell for $1.25 to $2.50 a barrel, while the fuel oils are superior to those produced in California, the average value a barrel of all Wyoming oils being about $1.50.

It was in the Dallas field in Fremont county that the first discovery of oil in the state was made. Captain Bonneville visited the Popo Agie "tar springs" in 1833, but they were known to the trapper and hunter long before. In 1883 and 1884 three wells were drilled, but on account of the long haul necessary to market the oil the owners could not meet the prices set by eastern competitors and were compelled to shut down. Within the last four years the Wyoming & Northwestern railway has been completed to this field and its development has gone ahead rapidly. Up to the present time 50 or more wells have been drilled, a pipe line built to the railroad 10 miles distant and the oil is being marketed.

Oil is found in Fremont, Natrona, Unita, Crook, Weston, Big Horn, Park, Converse and Carbon counties in large quantities and of a superior quality.

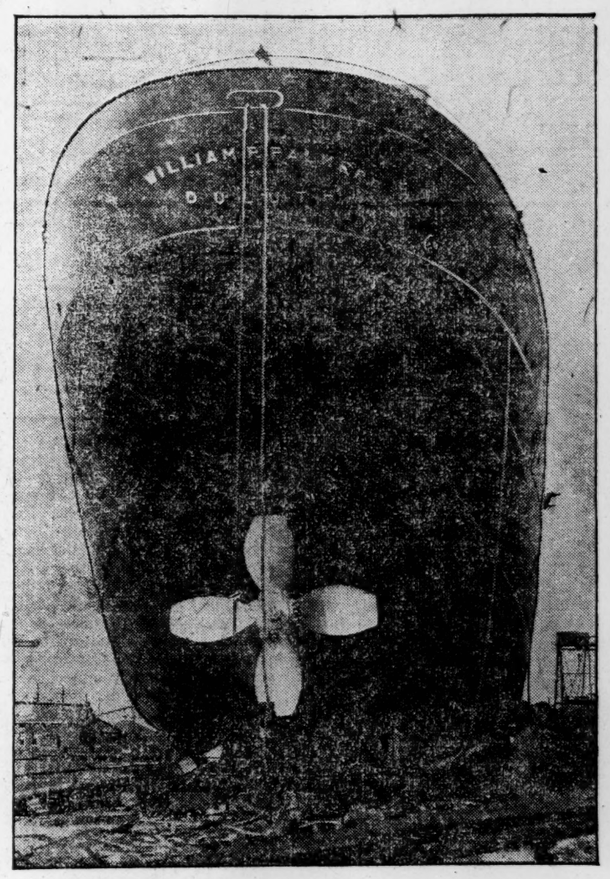
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STEM VIEW OF A GIANT OF THE LAKES



Steel has driven the wooden ship from the inland seas

RISE OF GALVESTON AS MAIN TEXAS PORT INSPIRES ADMIRATION

(Continued from page one)

standing which this city of 40,000 population is taking today among the commercial centers of the United States may be indicated here by a few figures. The foreign exports through the port of Galveston for the year ended Aug. 31, 1911, amounted to $220,504,917 in value and far exceeded those from any other port in the United States with the exception of New York. Next to Galveston comes New Orleans, with exports of $172,835,293.

It is also of interest to note that last year, according to the report of the department of commerce and labor the value of foreign exports from Galveston was twice as much as the total value of combined exports from all the ports on the entire Pacific coast of the United States and $23,541,732 more than the combined values of the exports and imports of the entire Pacific coast. The value of Galveston's foreign exports during the last year exceeded the value for 1909-1910 by $47,359,260, indicating a steady advancement in the port's business.

As a cotton market Galveston is conceded to be the greatest in the world. The value of the cotton which passed through Galveston during the 1910-11 season was $206,805,345. In the matter of bank clearings a big increase of business is also indicated. Transactions for the year ending June 30, 1911, reached a total of $831,442,000, as against $676,876,000 for the year previous.

Texas City and Port Bolivar are subports to Galveston, situated on Galveston bay, which have within the past two years assumed an increasing importance. The value of the commerce passing through Texas City in 1910 was $47,213,753. Five years previous to that the value amounted only to $337,515. During the last two years the Texas City Transportation Company, which controls the terminal facilities at that port, expended about $1,500,000 in improving the terminals. New piers were constructed, five or six modern concrete warehouses built, reenforced concrete elevator erected, electric terminal appliances installed and about 10 miles of new track laid. Texas City is on the mainland of Texas, just across the bay from Galveston.

Port Bolivar is situated at the end of Bolivar peninsula, five miles northeast of Galveston. It is the gulf terminus of the Santa Fe lines in East Texas and will be used extensively in the future as a lumber and iron ore exporting point.

MICHIGAN SHIPWORKS HELPING TO UPBUILD COMMERCE OF LAKES

(Continued from page one)

tric light and with every practical device for navigating the difficult channels, rivers and canals that combine to make up the Great Lakes route. There are music rooms, observation rooms, bath rooms, and dining rooms that are finished in choicest woods and furnished with costly silver, glassware, and imported china. Above the cargo of 10,000 tons the ship is as luxurious as a millionaire's yacht.

The lake steamship, whether freight or passenger, is propelled by reciprocating engines, generally triple or quadruple expansion. The turbine is not adapted to lake navigation. The construction of the hull admits of a cargo hold as one vast undivided space, except the bulkheads. Not a post or other obstacle obstructs the operation of the 15-ton "clam shell" buckets that operate with almost incredible speed through 30 odd hatches in removing the cargo. Nearly every ton is thus snatched out of the hold by these titanic machines without the assistance of manual labor. Ten thousand tons put in the hold in two hours and taken out in five. It isn't done anywhere else in all the world.

The passenger boats turned out of the Michigan shipbuilding plants are adapted to the special demands made upon them and take high rank in the annals of marine architecture. They are about equally divided between the screw propeller and side wheel types. Some of these passenger boats represent an investment of $1,500,000, and each new one that comes out is of improved design, and still more costly in construction and equipment.

The hulls of Great Lakes ships are all launched sidewise. The launching of a ship is frequently the occasion of a commercial and social celebration. There is no prettier sight than that of a child, in the presence of a great throng, naming a ship as it starts on its mighty, irresistible plunge.

With the greatest known deposits of iron ore at the head of the lakes and the furnaces and mills at the foot, ship building must go on unceasingly. With the constantly increasing millions of bushels of grain rushing to the elevators of Lake Superior for transshipment to the world's markets, and with the coal mines of Ohio and Pennsylvania sending out countless trains of fuel for the treeless and fuelless empires of the northwest, there must needs be more and greater lake ships.

BIBLE ANTEDATES KING JAMES' BOOK

CENTRALIA, Wash.—Mrs. Samuel Guerrier, mother of the mayor of Centralia, owns a Bible that is 300 years old. According to the book's title page, it was printed in 1602 by Robert Barker, printer to her "most excellent majestie" Queen Elizabeth. This was nine years before the King James version.

In addition to containing all the Scriptures, there are numerous Psalms with music and several expositions of the evangelists, "Englished by L. Tomson."

OUR VANISHING DESERT AND ITS PEOPLE

By C. J. Blanchard, Statistician United States Reclamation Service

Having seen the actual work of reclamation and having assembled the statistics thereof, it would seem self-evident that there could be no better informed person on the great things now being accomplished by the United States government in the semi-arid states of the West than the chief statistician, C. J. Blanchard. Mr. Blanchard has written the following comprehensive article on these projects specially for the Thanksgiving Monitor.

NO single factor in the development of the great West primarily and the whole United States secondarily occupies a more important place than the work which is now going on under the provisions of the reclamation act. Enacted on June 17, 1901, it launched the nation upon one of the mightiest tasks it has yet undertaken—the conquest of the arid region.

Under the provisions of this law the government has already invested approximately $65,500,000 in engineering works in the 18 arid and semi-arid states which, when completed, will provide homes for more than 50,000 families on farms of their own.

The law is unique in that not a dollar of public money is permanently taken from the treasury. It is provided that every dollar expended in the works must be returned by those whose lands are benefited. The fund itself comes from the sale of public lands in the arid states in which the works are built, and the lands which ultimately will receive the water from the irrigation systems are assessed the entire expenditure.

Remarkable progress has been made since the work began. Irrigation canals having a total length of 5967 miles have been dug. Placed end to end these canals would reach from Boston to San Francisco and back again to New Orleans. Tunnels having a total length of 19 miles have been excavated through mountains of rock and earth, and 24,235 canal structures and 2193 bridges have been built. As much of the engineering work is in a region without roads, 570 miles of highways have been laid out, many miles of which were cut in the rock walls of hitherto inaccessible canons. Three of the highest dams in the world have been completed, 1694 miles of telephone line installed and 75 miles of levees have been built. The excavations of rock and earth amount to more than 73,700,000 cubic yards.

As a result of the government's work water is available for 1,086,000 acres of land, and 20,000 people are now living in homes of their own in a region which before was uninhabitable. Twenty-eight projects have been wholly or partially completed, but so great is the call for farms that homeseekers have filed on the public lands almost as fast as they become available. On several of the projects, however, there are now opportunities for those of moderate means to establish themselves in comfortable homes, with an assurance of a competence for life. Among the most interesting of these public land projects is the Shoshone in northern Wyoming.

Shoshone Project

In the shadowy canon of the Shoshone river, about 65 miles east of the Yellowstone national park, the world's highest masonry dam has been built. It is a wedge of concrete 328.4 feet, base to top, or 47 feet higher than the Flatiron building in New York city. In the summer when the crops are thirsty the big gates are opened and the pent-up floods released into the river below. Twelve miles down the river another dam, a low structure, diverts the waters through a tunnel 3¼ miles long into a canal which for 40 miles passes along the upper edge of a broad and fertile valley containing 150,000 acres of irrigable land. Four years ago it was a desolate waste. Today it contains more than 300 farmhouses and three thriving towns.

There are good roads everywhere on the project, and two local telephone companies give the farmers an opportunity to keep in close touch with their neighbors and with the nearby towns. There are about 135 farm units of 40 to 80 acres each, awaiting settlement; and offering exceptional opportunities of securing homes in a prosperous and growing country. While the soil and climate is adapted to general farming, dairying has been found very profitable. Some of the successful farmers in that section estimate that three first-class cows will make the payments on a 40-acre farm. The water right charge is $46 to $47 an acre, payable in 10 annual instalments, without interest.

On the Belle Fourche

Northeast of the Black hills in South Dakota lies the beautiful valley of the Belle Fourche, embracing several hundred thousand acres of fertile land. In this valley the reclamation service has nearly completed a system for the irrigation of 100,000 acres. For several years settlers have been pouring into the valley, and what was only a short time ago the finest free cattle range in this country is rapidly becoming a completely settled agricultural community. An impressive engineering feature of this project is the storage dam, one of the longest and highest earth embankments in the world. This structure is 6200 feet in length, has a maximum height of 115 feet, and contains 1,600,000 cubic yards of material. It has created a reservoir covering more than 8000 acres—the largest lake in the state. Approximately 50,000 acres has been opened to homestead entry. At the present time there are 25 fine farms awaiting settlement. The water right charge is $30 an acre.

SHOSHONE RECLAMATION RESERVOIR



Highest dam in the world, 65 miles east of Yellowstone national park

Lower Yellowstone

Along the Yellowstone river and extending over the border into North Dakota lies a strip of land about five miles wide and 65 miles long which is embraced in the lower Yellowstone project. The climate is typical of the western part of the Great plains region. The soil is a deep sandy loam, producing astonishing yields of hay and grain when properly handled. The project is located in the midst of one of the best and largest grazing areas in the United States. Alfalfa, the great forage crop of the West, grows to perfection here and the winter feeding and fattening of stock is a profitable industry. There are about 30 farms awaiting entrymen, and 1500 acres of state land for which water is available have not yet been sold. The water right charge is $42.50 an acre.

Huntley Project

Up the Yellowstone river about 200 miles is Huntley, one of the most attractive of the government projects. Cereals, alfalfa, apples, small fruits and vegetables produce abundant crops, and remarkable yields of high test sugar beets have been secured. Two transcontinental lines of railroad traverse the tract, and towns at intervals of five miles along the railroads bring every farm within three miles of a shipping point. Ninety-five 40-acre farms still await homeseekers. The cost of the water is only $30 an acre. The lands, however, lie on the ceded portion of the Crow Indian reservation, and there is a charge of $4 an acre which goes to the Indians in payment for their land.

Sun River in Montana

The Sun river project in Montana is near the thriving city of Great Falls, and when completed will be one of the largest undertaken by the government, irrigating about 250,000 acres, or considerably more than the cultivated acreage of Rhode Island. An interesting feature in connection with this project is the proposition of the engineers to augment the water supply by taking water from the streams now flowing into the Pacific ocean through a gap in the continental divide to a watershed which drains into the Atlantic ocean. The principal crops are alfalfa, grains, sugar beets and potatoes. The water right charge is only $30 an acre, and there are 36 farms awaiting settlement.

Along Umatilla River

Located on the south bank of the Columbia river in Oregon, and extending up the valley of the Umatilla river, the service has nearly completed a project embracing 20,060 acres of land having an elevation of about 700 feet above sea level. In the beginning of the work in 1906 this region was largely a sage brush desert, unattractive and uninviting. Where the thriving young city of Hermiston now stands, with its solid blocks of brick buildings, its fine schools and churches, and its charming bungalows, there were exactly three houses in sight. Today there are probably a thousand people residing there. The most attractive feature of this project is due to the fact that the farms are small. Many homes have been established on five and 10-acre farms. Trees have been planted to shade the lawns and thousands of acres of orchards are being laid out. It is predicted that within a few years this section will rival the intensively cultivated tracts in southern California where all the conveniences of city life are combined with the healthfulness and freedom of the country, and which are now the show places of the nation. There are less than a dozen of these choice farms now awaiting settlement.

Salt River Best Known

Among all the government projects probably none is so well known as the Salt river development in Arizona. The charm of its climate, the wide variety of crops and the stupendous engineering features have combined to make it an interesting subject to homeseekers, capitalists, and to the representatives of the press. Years ago a band of pioneers settled at Phoenix and built irrigation works, but floods in the erratic stream destroyed headworks and washed away canal banks until the necessary repairs could no longer be made for lack of money. Near the headwaters about 100 miles away, and in an almost inaccessible mountain region, was one of the best reservoir sites in the West. To develop it involved an expenditure so vast that it was beyond the means of the community, so when Congress enacted the reclamation law the reclamation service took up the work. For 20 miles across a desert of cacti and mesquite, an absolutely waterless plain, a broad highway was laid out to the foot of the mountains. For 40 miles further into the most rugged mountain country in the West the road was blasted from the rocks.

The entrance to the canyon which Salt river has cut through the mountains was selected as the site for the dam, one of the great engineering works of the age. At its base it covers an acre of ground. It is 284 feet high and 1080 feet long on top. To erect such a structure in a region so remote from transportation involved many difficulties. The government developed 4000 horsepower by constructing a power canal 19 miles long which dropped its waters 220 feet upon great turbines below the dam site. The engineers operated a cement mill which turned out 340,000 barrels of first class cement, and saw mills set up in the national forests 30 miles away and connected with the dam site by another wonderful wagon road, cut millions of feet of lumber for use in camp buildings, canal structures and false works at the dam.

Through the solid rock around the end of the dam great outlet tunnels were drilled and through them the water is turned from the reservoir into the river channel when needed in the valley below. Forty miles below a long diversion dam was thrown across the river to turn the water into huge canals on each side of the stream. The great dam was dedicated last March by Theodore Roosevelt, in whose honor it was named.

Another engineering work of more than usual interest and importance is the Laguna dam, a mile-long weir, which has been built on the shifting sands of the Colorado river, 12 miles above Yuma, Ariz. The Colorado river is the biggest, most erratic stream which the reclamation service engineers have attempted to control, and their task was made more difficult by the fact that no bed rock could be found upon which to build a foundation. They borrowed ideas from the old world engineers who have successfully dammed the Nile and similar rivers in India and erected the first structure of its kind in this country.

To prevent the millions of tons of silt which pass down the Colorado river annually from entering the canals and filling them, an arrangement of flash boards at the head gates makes it possible to draw off only the top foot of water, which is comparatively free from sediment. To protect the bottom lands from periodical floods a system of dikes has been constructed that is considered a model of perfection. These levees have a length of 75 miles.

Just now the engineers are putting a siphon 1000 feet long and 14 feet in diameter under the Colorado river at Yuma to carry water to lands on the Arizona side of the river below the town. It is probable that considerable power will be developed to lift the water to the rich orange lands of the mesa which are too high to be served with gravity canals. Practically all the crops of the temperate and semi-tropical zones produce abundantly here. Alfalfa yields from 6 to 12 tons an acre each year and Egyptian cotton is proving very profitable. The date palm flourishes luxuriantly and the oranges and grape fruit of this section are of delicious flavor.

There is not space in one article to describe the many features of the government work. In western North Dakota coal dug from government mines is used to generate power to pump water from the Missouri river to lands under two small projects. Farther south, on the level plains of western Nebraska and southeastern Wyoming a ditch the size of a ship canal and 150 miles long will carry water to nearly 300,000 acres of land. Ninety-five miles of the canal are already in operation. In connection with this project the Pathfinder dam, 215 feet from base to top, holds back the flood and surplus waters of the North Platte river in a reservoir with a capacity of 358,000,000,000 gallons. It not only conserves water for the reclamation of an enormous area, but eliminates forever the floods which heretofore have destroyed millions of dollars' worth of property in the valleys below.

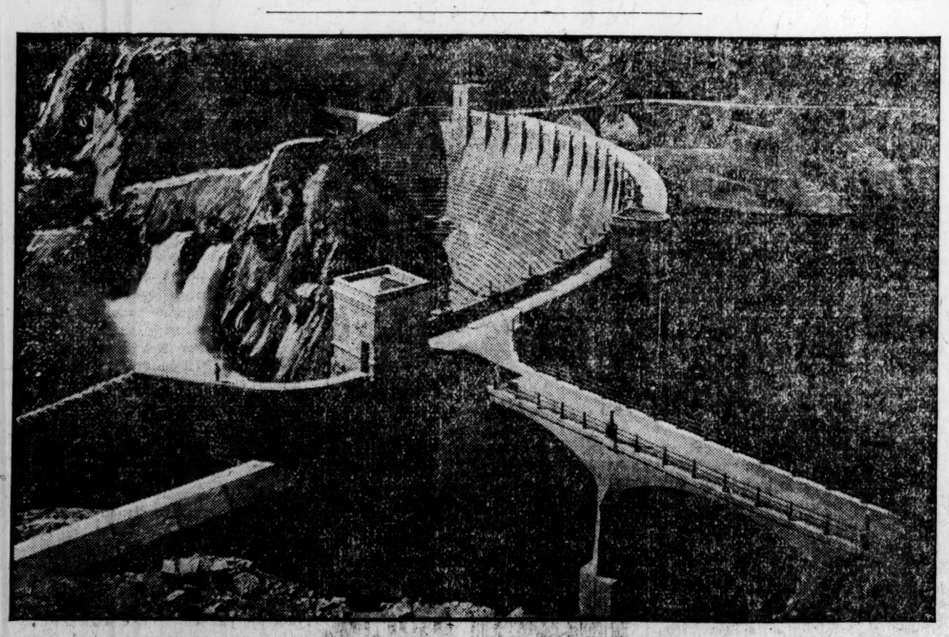
Another great work of the service is the Gunnison tunnel which was dedicated by President Taft two years ago. This tunnel is the largest underground waterway of its kind in the world. It is six miles long and has a finished cross section 10½x11½ feet. It carries water from the Gunnison river through the divide to supplement the flow of the Uncompahgre river and irrigates 140,000 acres of fine land, a large portion of which produces commercial apples of the most delicious varieties.

The story of government reclamation of arid lands is a story of progress and human achievement. Future writers will record the irrigation movement as an epoch in our history the far-reaching influence of which overshadowed in importance any other progressive movement since the opening to settlement of the Mississippi valley.

The reclamation of vast areas of our arid and semi-arid regions which is being promoted by the federal government and large corporations working in conjunction with several states, is of profound economic importance to the nation. The additional opportunities thus created for homemakers are already serving to check the undesirable efflux of the country people to the city. Gradually there has grown up a desire for the betterment of home conditions on the farm, and with the coming of ample financial returns there is evidence of a desire to improve the character of home life. The country has become citified and life on the irrigated farms is growing attractive. The isolation and loneliness of farm life where the homes are far apart are eliminated.

There are today in the irrigated West a dozen or more rural communities which for artistic and beautiful homes, and for nearly ideal conditions of home life have no rivals in the East.

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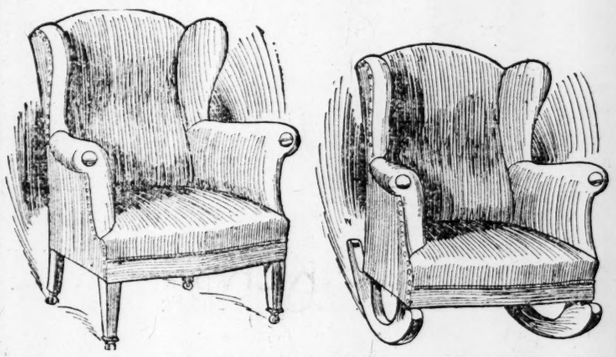
While this book has been compiled with great care it scarcely does justice to our vast holiday preparations. Each article, however, will bring to mind others suitable for gifts.

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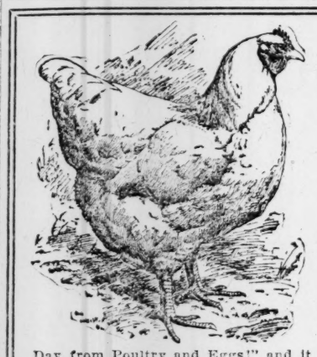


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IDAHO WOMEN WORKING TO UPLIFT STATE

Columbian Organization of Boise, the Pioneer in the Field, Has Been Actively on Duty About 19 Years

HAVE USE OF BALLOT

By MISS MARGARET S. ROBERTS
Vice-president Columbian Club, Boise, Ida., and president for Idaho of National Council of Women Voters

THE club woman learns to cast the anchor of self into the waters of another's needs. Thus the women of Idaho have accomplished wonders through their local clubs and the federation of clubs. Through the clubs, women learn the needs of their community and state, for what one woman does not know another does, and what a federation of women's clubs does not know, is not worth knowing.

There are many women's clubs in Idaho that have done and are doing great things along civic lines and for a general uplift in their respective communities.

The Columbian Club of Boise is the mother club of the state and came into existence some 19 years ago. This club has always been a potent factor in the civic life of Boise. It was organized to equip and furnish the Idaho building at the Columbia exposition at Chicago and was the inspiration of the progressive women of Boise to launch out into wider and broader fields of work. The Columbian Club started the movement for the free traveling library of the state and for the Carnegie library, and has always been the advance guard along many lines of work, artistic, civic, industrial and educational, in fact, the Columbian Club has been the inspiration for almost every great and good movement in Boise. It has been and must always be, the march of good women, not for fame or power, or notoriety, but for better schools, better lives, and a better citizenship, which means the steady, honest, quiet, upbuilding of a great commonwealth.

There are now about 50 clubs over the state, working earnestly for a greater and more beautiful Idaho and for a higher and more progressive citizenship. The women of Idaho have learned that Americanism means work, means effort, and a constant unending strife with one's condition. With these 50 clubs which help to form the state federation, working with united effort, I think we can safely say that our civilization means the power of good women.

Seventeen years ago the thought of liberty for all and equal opportunity for men and women first began to awaken the citizens of Idaho. The men were not opposed to the enfranchisement of the women but on election day when asked to vote on the constitutional amendment for the first time, forgot to record their opinions and the amendment was lost. But two years later it was carried almost unanimously.

Idaho women came into their citizenship quietly and have worked in a quiet, unobtrusive way, not caring to usurp the place of man. Before working for any reform they have studied the question thoroughly and have kept this motto always to the fore, "Stop, Look, Listen." But women in this state have always made their influence felt on all vital issues by their vote, for this they consider good citizenship, and that the study of politics to help secure good political results is worthy of American womanhood.

In the 14 years of enfranchisement better laws for women and children have been enacted and a greater advance in civic betterment, and higher civilization has appeared. We find the ballot, in the hand of a good woman, is the open door to influential legislation, and that through our emancipation there is no home in our land that has not a greater chance for happiness, no child that has not a greater heritage, no woman that is not less narrow, no man that is not less bigoted, for we are all working together for the good of our state, believing strongly in the fatherhood of God, the brotherhood of man, and the sisterhood of women.

The women of Idaho fill regularly three elective positions: State superintendent of public instruction, county superintendent of schools, and county treasurer besides numerous appointive positions. Almost without exception women have filled these places acceptably and creditably.



MISS MARGARET S. ROBERTS
Vice-president in Idaho of National Council of Women Voters



MRS. ROBERT LEE NOURSE
President of the Columbian Club, Boise, Ida.



MRS. ROSS CARTEE
Idaho club woman who is secretary of National Council of Women Voters



MRS. GUY E. BOWERMAN
St. Anthony woman who is president of the Idaho State Federation of Women's Clubs

took up opposition arguments, but many openly advocated equal suffrage. Socialists are strong in the West, and they also favor political equality for men and women. This party worked hand in glove with the suffragists. It took very little talking to convince the laboring man that his wife's vote would double his chance of getting the sort of legislation he wanted. Dr. Luema Johnson of Tacoma, a member of the state labor body, talked in the unions.

Professional, business and college women were all enlightened as to the issue that was to come up, and their forces were thrown with the campaign committee, by means of small organizations tributary to the main society with headquarters in Seattle.

The money proposition was of course a difficult one. Contributions came from men and women in the state and some very substantial help in a financial way came from outside the state. A cook book, compiled by Miss Linda Jennings from recipes furnished by well known suffragists who made a specialty of their housekeeping sold for $1 a volume and helped a great deal, as did numerous cake sales throughout the state. All officers worked without salary, Mrs. DeVoe donating her services to the cause for two years. Mrs. Ellen S. Leckenby served for 11 years as state corresponding secretary without salary.

Among those who worked faithfully for the two years that the issue was at stake were Mrs. Alice Grover of Spokane, Mrs. Lucrece Isaacs and Mrs. Burgmaster of Walla Walla, Dr. Cora Smith Eaton, Dr. Sarah Kendal, Mrs. Anna Goodwin, Mrs. Bessie Savage and Mrs. Ellen S. Leckenby of Seattle, Mrs. Virginia Wilson Mason of Tacoma, Miss Bernice Sapp of Olympia, Mrs. Dora Crydeman and Mrs. Anna Berry of Bellingham and Mrs. John Mills of Puyallup. Precinct by precinct the entire state was canvassed, house to house calls by women being the popular method of conversion.

Following the election there was a period of quiet for two months. At the end of that time a movement was set on foot by Gov. James Brady of Idaho to organize the voting women of the Union into a National Council of Women Voters. He sent a call to the governors of Wyoming, Colorado, Utah and Washington to appoint commissioners to organize such a council. Governor Schafroth of Colorado appointed Mrs. Mary C. C. Bradford, Governor Brooks of Utah appointed Mrs. Susan Young Gates, Governor Hay of Washington appointed Mrs. Virginia Wilson Mason, Governor Carey of Wyoming appointed Mrs. Zell Hart Deming, and Governor Brady appointed Miss Margaret Roberts.

The five commissioners met at the home of Mrs. Virginia Wilson Mason in Tacoma on Jan. 14, 1911, the same day that the state convention of the Washington Equal Franchise Association met in that city. The National Council of Women Voters came into being and established headquarters in Tacoma, from whence literature and lecturers have been sent out to other states where suffrage campaigns are in progress. Mrs. Devoe was elected president and the other officers are: Berthe Knatvold Kittilsen, Tacoma, corresponding secretary; Mrs. Ross Cartee, Boise, Ida., recording secretary; Dr. Cora Smith Eaton, Seattle, treasurer; Mrs. C. H. McMahon, Salt Lake City, auditor. The five commissioners are the vice-presidents of the association.

As yet there is no attempt upon the part of women to obtain political office in Washington. It is said, however, that the eight-hour law for working women is the direct result of the pressure of their constituency upon the legislators of the state.

JAPAN BUILDING RAILWAYS

The estimated cost for the construction of the narrow gauge railways in Japan for which licenses have been granted is $21,000,000, according to the press of Tokio. In addition, a considerable number of locomotives and cars are required for the government railways already constructed and orders are being placed through the representatives in Japan for foreign manufacturers and sales agents.

YEAR UNDER WOMAN SUFFRAGE A SUCCESS IN WASHINGTON STATE

Dismay of Those Who Considered the Amendment "Freak" Legislation When It Passed Is Disappearing

STORY OF CAMPAIGN

TACOMA, Wash.—It is just 12 months since, on the morning of Nov. 9, 1910, the voters of the state of Washington woke up to the fact that the equal suffrage amendment had, by a majority vote of every county in the state, won a victory unprecedented in suffrage history and become a part of the constitution of the state, enfranchising nearly 175,000 women.

The dismay upon the part of those who did not realize that suffrage was to become a powerful factor in state politics, manifested immediately after the election, is disappearing in Washington, and even the most conservative are forgetting to look upon the issue as an example of "freak" legislation.

The history of woman's suffrage in Washington is unique. The women of the state were enfranchised at the last election by the readoption of a measure, which, according to the politicans, had been tried and found wanting.

Women voted first in Washington in 1884, under the territorial constitution. They voted during '85 and '86—and it is said they voted so thoroughly that the thugs and gamblers with which the frontier abounded were driven across the border into British Columbia, where out of self defense, the colonists were forced to enfranchise their women to get rid of the riff-raff. The women of British Columbia still have the ballot.

But in Washington the courts denied woman the right to vote in 1887. The power of the Legislature to grant suffrage was denied in '88, and in '89 a ballot, marked in the printing, put an end to her political activity for 20 years. Among the star exhibits of balloting in the West, are specimens of the 1889 Republican tickets for the state of Washington with the "For Woman Suffrage" clause crossed out by a horizontal printed line.

In 1909 Emma Smith DeVoe, a follower of Elizabeth Cady Stanton, Carrie Chapman Catt, the Rev. Olympia Brown, Lucy Stone and others, took the position of commander-in-chief of the suffrage forces in Washington. Whether it is significant or not, the fact remains that one of the first things done by the Washington society was to depart from the lines laid down by the National American Woman's Suffrage Association, and ultimately to be thrust out of the national association for insubordination. Washington was the only state in the Union where an independent suffrage campaign was carried on, and Washington was the only one that won.

The Washington leader spent only two days in the state capital prior to the passing of the bill that meant so much to her. She allowed no lobbying by her lieutenants. The work with the men in power was done entirely by men. Senators George Piper and George Cotterill were the little leaven that leavened the whole lump so that when the vote was taken on the bill it passed the Senate with a majority of 29 to 12, and the House raised the average by giving 70 votes for and 18 against the equal suffrage bill.

There is a large and influential farming population in the state. Mrs. Jennie Jewett of White Salmon was delegated especially to work in the granges. These organizations have as one of their cardinal principles the equality of the farmer and his helpmeet, and no conversion was necessary, but only a stimulation of interest to the voting point.

Not one single newspaper in the state

LEADER OF WASHINGTON SUFFRAGISTS



EMMA SMITH DEVOE

AS ARTIST OF TODAY JOSEPH PENNELL IS MASTER IN ETCHING

English Illustrator Is Called Poet and Realist — Past Is His Heritage but the Present His Domain

PICTURES VIBRATE

(Special to the Monitor)

LONDON—We are so much given to that unhappy tendency of human nature "to look before and after and pine for what is not" that we have no eyes with which to discern the significance of today and its tendencies. Especially is this true of art where there is too much generalization concerning the "old masters" and too little intelligent appreciation of present day men who are quite as important to our times as was any old master to his.

Each age has its own individuality and the artist of today should no more strive to paint in the manner of the past, than should the man of science work upon medieval hypotheses. This is essentially an age of practical ambitions. Our standards of value are frankly utilitarian in character. The esthetic impulse which once inspired men to rear lofty cathedrals and to decorate their walls, now finds another expression. This age has produced the modern city with its marvelous economic facilities. Our literature has felt the influence of commercial "hustle" and in place of the three volume novel we have evolved the short story. In art we have developed the popular illustration.

It is only within the past 50 years that the mechanical process of reproduction has enabled the artist to multiply his drawings by any other method than the etcher's. This facility of reproduction has given a tremendous impetus to the art of illustration, yet until but recently illustration has been regarded merely as an accessory to the text, in spite of the great names which have been associated with its inception: Abbey, Menzel, Millias, Rossetti, Keene, Holman Hunt, Whistler, Crane, Vierge, Beardsley and Howard Pyle.

At last we are beginning to perceive that pen drawing is of itself a separate branch of art, and one of the men whom we have to thank for this recognition is Joseph Pennell, whose illustrations and etchings have now been familiar to us for more than 25 years.

Had Joseph Pennell done no more than illustrate the long list of travel classics, beginning with Howell's delightful journeyings through Italy and continuing with Henry James and John Hay, he would have established his position as a great illustrator. But he has gone further and in his etchings of Venice, of London, of French cathedrals, and most of all of the American city, he has shown his measure to be that of a giant.

He is essentially an artist of today. He has studied the great things of the past and is ignorant of nothing that has been accomplished. The past is his heritage but the present his domain. He is at once poet and realist. He catches the silver elusiveness of a Venetian vista as easily as he depicts the dusty confusion of a railway station. His houses, billboards and sky-scrapers breathe the tense, commonplace life of labor, yet they possess a something more which only the artist may discern, a something which lends them significance and discovers to us an unlooked for meaning.

He passes from the most relentless realism to the most subtle impressionism with an amazing certainty. There are Venetian drawings full of brooding silence and haunting mystery; there are studies of the villages of the Saone that breathe the atmosphere of sequestered isolation; there are southern towns deserted and asleep in the midday sunlight. Or he takes the most intricate problem of fretted cathedral front, and it becomes in his hands a bit of frost tracery, exquisite in its minutia yet with no hint of confusion. Just as easily he draws an East End crowd, an Alhambra court, Wall street, Thames shipping, and always the picture vibrates, lives for the spectator. There is in his work a freshness and spontaneity which are born of perfect sympathy and confidence. One cannot but feel that the man is carried away, obsessed with the joy of his work.

A man may be quite the equal of Joseph Pennell by way of artistic ability and yet fail where Pennell is so eminently successful—in reproduction. He may put into his work all he sees and feels of delicate beauty, yet he is unable to convey it through the mechanical process of reproduction to his public. But Pennell is craftsman as well as artist and, like Whistler, he understands every detail of the process through which his work must reach the public. He is great enough to work within the limitations of the engraver's process and lose nothing.

When some 26 years ago Joseph Pennell and his wife, Elizabeth Robins Pennell, went to London, it was on an artistic venture—they had their names and fortunes to make. In those days there were few Cook's tourists, and Harpers Magazine and the Century were just beginning to discover the old world to their readers. These two adventurers went for the express purpose of exploration. They

WELL-KNOWN LONDON ILLUSTRATOR



(Copyright, 1911)

From a special drawing by Miss Flora Lion made for the Monitor at a sitting given by Joseph Pennell

cycled to Canterbury, Mrs. Pennell writing the story of the trip and "J" illustrating it. Then they ventured into France and little by little they completed their journey on cycles to Rome, but that was many years after. The tale of those wonderful months in which they two, comrades and fellow workers, lived and worked in the secluded villages of the continent is recorded in several charming volumes and many hundreds of rare drawings and etchings. In those drawings may be traced the steady growth of the artist from illustrator to master.

They went for but a few months, fearful lest they be unable to stay as long as they hoped, and they are still here, for the publishers kept them busy going from one country to another, one commission after another. For when there are drawings to be made of a coronation or a pageant, Pennell is the man to do it. If a new volume of travel is to be brought out, Pennell's illustrations are needed to complete it.

Perhaps one reason why Joseph Pennell sees America as impartially and vividly as he does, is that from his London studio he has a proper perspective and is not deceived nor confused by the glamor of its newness and hustle.

He is nothing of the dreamer or sentimentalist, yet at heart he is an idealist in the same sane and practical way that America is idealist. He sees significance and meaning in the detached and commonplace aspects of its life. No one without such an intuitive comprehension and faith could have discerned the beauty and marvel of the American city or the skyscrapers. He is today the American artist, as Whitman is the American poet. He is larger than it. He is an expression of its potential self.

As in his art there is nothing superficial nor meretricious but a relentless simplicity and directness which is at times almost cruel, so is the man. Just as in his drawings of cathedrals he has obtained the airy lightness of fretted carving and the solidarity of an architect's drawing, so has he lived. He has not observed life only through the artist's eyes. He has everywhere been as intelligently interested in the practical as the esthetic.

It is thus that he himself regards his art. "Pen drawing," he says, "is something to be reverenced, something to be studied, something to be loved, something to be wondered at." Again he says: "You must put all your individuality and character into your work. You should be prouder to illustrate the greatest magazines in the world, thus appealing to millions of readers, than to have your drawings buried in the portfolios of a few hundred collectors. For I believe that in these days artists who show their work to the people through the press are doing as did the masters of other days who spoke to the people through the church."

Mr. and Mrs. Pennell live today in a top-floor studio in Landon's Latin quarter, Adelphi terrace, just off the Strand and high above the great bow of the Thames from Westminster to St. Pauls. Below them for a neighbor is J. M. Barrie and over the way is Bernard Shaw. Pennell is a tall man, lank and as frailly built as an overgrown boy. Indeed there is a certain adolescent impetuosity about him. He is a man of enthusiasms, wholesome, clean-hearted, almost ingenuous, yet shrewd beyond words in the ways of men and the world.

He is always outspoken, sometimes he is almost arrogant in his assertion, yet always delightfully naive and self-confident. In his gray eyes there is a world of good humor and kindliness which often belie the sharpness of his criticism. His friendship and espousal of Thomas Keene, whose real worth as an illustrator might have been overlooked by a stolid public had it not been for Pennell's more than vigorous campaign, show the caliber of the man.

A rare spirit of camaraderie exists between man and wife. Mrs. Pennell is a woman of quiet charm who has deeply entered with "J" into his work, his enthusiasms, his recreations, his friendships. It was she whom Whistler chose, with Joseph Pennell, to write his biography. Side by side they have gone through the continent, working, lingering, adventuring with a delicious feeling of gypsy irresponsibility. And now they still work side by side in that studio high above the Thames in Adelphi terrace where the dusk looms blue and mysterious as the lights come out along the Surrey side.

The collection of Mr. Pennell's etchings of the French cathedrals is now the property of the French government at the Luxembourg. Those illustrating Maurice Hewlett's "Road in Tuscany" have been purchased by the Italian government and are at the Uffizi. Collections of etchings are owned in America by the Art Institute of Chicago and the St. Louis Art Gallery.

FOUNDING OF INSTITUT AEROTECHNIQUE NEAR PARIS OPENS NEW ERA

Superiority of French-Made Motors in Automobile World Now Accepted With Regard to Flying Machines

(Special to the Monitor)

PARIS—The inauguration of the Institut Aerotechnique at St Cyr signals a new era, not only in the direction of scientific investigation, but also in what must now be recognized as a branch of a great national industry.

The superiority of French-made motors which has long been recognized in the automobile world is now also an accepted fact with regard to aeroplanes, and the great lead already gained and so far well sustained in the one bids fair to be repeated in the other.

Through the generosity of that well-known sportsman and scientist, M. Henry Deutsch (de la Meurthe) the University of Paris has been enabled to enter into possession of a fully equipped technical school where may be conducted theoretical and practical researches and experiments relating to the perfecting of motors, engines and other apparatus concerning aerial navigation.

The school contains all the necessary appliances for examining and testing the quality, solidity and strength of resistance of all material employed in the construction of balloons, aeroplanes and other kindred apparatus, and it is hoped that the advanced investigation that will be conducted will reduce to a minimum the risks hitherto attending the exercise of this new means of locomotion.

The new school was offered to and accepted by the University of Paris on June 29, 1909, M. Henry Deutsch paying not only for the cost of intallation, but making annual provision for its maintenance. It has been constructed and equipped under the personal direction of M. Appol, the doyen of the faculty of science, to which the new school is attached, aided by his colleagues and also by the enthusiastic donor. It is now in working order and offers to all inventors as well as to all "savants" an available center where the theory and practise of aviation may be scientifically combined.

The institut is situated on the plain of St. Cyr, just beyond Versailles, some 30 miles or so from Paris, on the boundary of the maneuver grounds of the famous military school. Its equipment includes special appliances for the investigation of all problems bearing upon the relation between the air and bodies moving in it, whether they be lighter or heavier than the air itself, and they are to be studied both from a practical and theoretical point of view.

In addition to absolutely up-to-date laboratories and workshops, a large rectangular track 1400 meters long has been laid out containing an electric railway and a circular course by means of which every kind of experiment becomes possible.

The more detailed uses to which the new school will be directed, at any rate for the present, were outlined by M. Appol in his speech on the occasion of the inauguration, when he pointed out that much attention must naturally be given to experimenting on the motor, which was indeed the heart of the flying machine.

After referring generally to the field available for investigation in the direction of motors and also in that of propellers, he said that with regard to the latter it was necessary to ascertain scientifically the difference of action of a propeller when used to drive a machine through the air and when merely revolving in a current of artificial air, and he added that experiments of this kind, which had hitherto given very unsatisfactory and contradictory results, would be greatly facilitated by the new experimental plant which was available for all investigators. A propeller could now be attached to a carriage and used to drive it in the open air around the railway track which had been laid out and which owing to the form of its construction permitted of close and intimate investigation with the machine traveling at a very high rate of speed.

The most important question of all was, he pointed out, one that at present was very obscure, namely aero-dynamics. What were the laws governing the resistance of air?

Could these laws be precisely ascertained by means of the class of experiments lately made by M. Eiffel?

Recent investigations, which had been described in a paper on the subject, read befor the faculty of the university tended to show that there was much still to be said on this subject. He hoped that through the experiments that could be carried out at the new school, where they would be able to avail themselves of a carriage electrically equipped running on their circular track which would permit of a speed of 110 kilometers being attained, they might be able to carry out a series of investigations that were not at present possible in any other part of the world and which could not do otherwise than largely elucidate, if not fully solve, this difficult yet interesting problem.

The school itself is comparatively small but it is the most progressive institution of the kind in the world and so far as French science and industry are concerned its creation is undoubtedly the biggest event of the year 1911.

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THE CHILDREN'S PAGE

GIRLS READING BOYS' BOOKS

OVER in a corner under the picture of the Crusaders one little girl is deep in "Jo's Boys," and another is reading a book about airships. There's a boy looking up the members of President Taft's cabinet, and the duties of each; and there are three other boys reading adventure stories, and there is another lad finding out about the history of engineering. One boy, in another corner, is lost in "The Blue Story Book." Right down in the front of the room one who is too tiny to read even his own language is entranced by the colored pictures in a French book about Napoleon. They are all as quiet as kittens, and as happy. For this is the children's reading room in the New York public library, and all its big world of romance and history is the children's own.

It is more than probable that the boy with the fascinating stories is some little Giovanni or Tony, whose parents have—if he has not—bright memories of Naples or Sicily. And it's a safe guess that the youngster of the civics book is a little Russian or German Jew who wants to find out all about the government of this country to which he has come to live. And as for the little girl who is reading about airships—why, she may have come up from the east side to the big beautiful building on Fifth avenue; or she may have come from just around the corner, or from the next block north, and it may be that her French nurse is waiting to take her home when it's time to dress for dinner or for dancing school.

To the children's reading room come boys and girls of all nationalities, all classes. In its own quiet fashion it's a good deal of a melting pot, this children's room. Though little Tony turns naturally to light tales and poetry, and though small Abie Slavinsky gravitates surely toward civil government and American history, they both want to know about railroad engineers and boy scouts, and they both find themselves listening wide-eyed to stories of King Arthur and his knights, and of the old heroes of Greece and Rome.

Nor is there anything at all surprising, Miss Blair, the librarian, declares, in the fact that a little girl is reading about airships. The interest of little girls in airships may not be so absorbing as that of little boys. But the kingdom of the air and its conquest do not belong entirely to the members of the sterner sex, and the little girls in the children's room can prove that very quickly.

"It is very interesting to see how the girls are getting more and more interested in boys' books," said Miss Blair. "I must say," she continued, "that the boys' interests are wider. But the girls are getting more and more fond of the sort of books that we have always felt belonged to the boys."—New York Times.

EARLY STAMP ENTHUSIASTS

It is not known who were the first stamp-collecting enthusiasts, but in the early 'sixties there must have been a fairly large number actively interested in the pursuit, says Bertram W. H. Poole in the American Boy. in 1861 a "stamp bourse" was established in Birchin Lane, London, and writing of this the late Dr. Viner, who was certainly one of the earliest collectors, said: "Here high, low, rich and poor congregated for sale or exchange. We were often raided by the police. I myself was taken to the police-office on the charge of collecting a crowd and obstructing traffic. The scene was interesting and amusing; an assemblage of ladies and gentlemen, youths, and small boys, each with a book or books full of stamps, as intent on business as the regular stock-jobbers of the neighborhood. One of her majesty's cabinet ministers was seen there, and ladies with their albums carried by liveried servants!"

These cosmopolitan assemblies passed away, the first printed catalogues of stamps made their appearance, regular stamp dealers were established, and early in 1863 the first stamp magazines were published, all tending to show that a considerable section of the public was interested in stamps. At first the term "timbromanie" was most generally used but in 1864 M. Herpin, of Paris, invented the word "philatelie." He described it as formed from two Greek words—philos and ateleia—meaning broadly the study or love of everything connected with franking. The word soon found favor in England as "philately" and before long it was adopted everywhere as the correct appellation for stamp collecting.

About 1869 the practice declined, but in the eighties there was a strong revival both in Europe and America and since then philately has never looked back as the popular hobby for "all sorts and conditions of men." It is both interesting and remarkable to note how it has grown in popularity till from a pastime at one time considered only suitable for school boys it now numbers representatives of all classes among its keenest votaries—lights in the legal and mercantile world, kings, princes, lords and ladies, leading naval and military men, ministers of religion captains of industry, etc.

Fifty or sixty years ago collecting stamps was a pursuit almost touching in its simplicity. All that was necessary was an old book of some description—an old copy book for choice—a paste pot, and as many stamps as one could beg from one's friends. The labels were then pasted in the book with a firmness which seemed almost to hint at a lack of honesty on the part of one's fellow-collectors. Later the printed album was introduced and this was not altogether a blessing for, to make his treasures fit the spaces in these books, the easy-going collector of those days thought nothing of clipping off perforations and so spoiling his stamps according to modern ideas.

Now all is changed. Perforations are carefully noted, watermarks are studied, differences in the texture of paper, shades and minor variations in design are all thought worthy of attention. Albums have been improved until they are a real help to the collector, while catalogues, guides and literature galore have been published to help the collector to the utmost extent.

TOMMY EXPLAINS

Mother—Tommy always eats more pie when we have friends at dinner.

Visitor—Why is that, Tommy?

Tommy—'Cos we don't have no pie no other time.—New York Evening Mail.

HILL MEASURED

"How long is that hill where you coast?" asked Sammy's uncle.

"About three seconds down and 10 minutes up."—Exchange.

RED MEN RAN FROM LANTERNS



Having the material in the shape of a fine yellow pumpkin, these youngsters are about to make a jack-o'-lantern

JACK-O'-LANTERN time is here, and the question arises as to where one is to get a pumpkin with which to make a lantern. The children in the picture appear to have secured theirs. The photograph was sent by Leon F. Orcutt of New York. He did not supply any story to go with the illustration, and, in lieu of a modern incident, one which took place about 200 years ago will be given, as told in the Youths Companion. It is the story of Prudence and Endurance Place, two girls who lived in the Cocheco valley, New Hampshire.

At that time the country from Portsmouth to Ossipee was an unbroken wilderness, and settlers were few. The Place family lived in a log house in a small clearing. Indians occasionally called at the house, and Mr. Place always treated them courteously, and never sent them away empty-handed.

When Prudence and Endurance, twin sisters, were 12 years old, Mr. and Mrs. Place, with the younger children, went on a visit to Portsmouth, leaving the twins to keep house. During the first day of their housekeeping the girls gathered the big yellow pumpkins from the field and laid them in a pile near the back door.

While resting from their work they amused themselves by cutting two Jack-o'-lanterns from large pumpkins, each seeking to outdo the other in making the most grotesque face. They stuck the two heads on poles, fixed candles inside, and made ready to astonish their father on his return by showing the grinning faces at the window.

While Endurance prepared the simple supper and set the house to rights for the night, Prudence went out to drive home the cow and the sheep. She had to go farther than she had expected, and as she passed a clump of trees was startled to see three Indians on the other side, talking earnestly, gesticulating, and pointing now and then toward the log house in the clearing.

Turning back without allowing herself to be seen, she hurried homeward and told her sister what she had discovered.

For a minute the girls did not know what to do. The Jack-o'-lanterns were lying in a corner of the room, and it suddenly occurred to Endurance that with these strange, grinning faces they might scare away the Indians.

Near the back door was a pit, used for storing potatoes, and now covered with boards and brush. Taking their Jack-o'-lanterns, the two girls scrambled into the hole, and concealed the entrance by drawing the boards and brush back into place.

After what seemed hours of waiting and listening, they heard stealthy steps about the house, which was in total darkness. Listening intently, they heard the Indians in the garden.

Now was the moment for action. The candles were lighted in the Jack-o'-lanterns, and the heads were thrust up through the brush. The Indians waited for only one glimpse and fled in such haste that Prudence and Endurance, when they ventured from their place of concealment in the morning, found a tomahawk and three eagle feathers in the garden path.

The spot was ever afterward regarded by the Indians with awe. Not one of them was ever known to approach the log house of the Places again.

MYSTERY CAKE LIKE A PUMPKIN

MYSTERY cake is made in this way: Bake two cakes of the same stock, using tin or porcelain vegetable bowls with rounded bottoms for molds. The cakes should be at least six inches deep and from 10 to 12 inches in diameter and look like symmetrical hemispheres. Scoop out one of them on the flat side until you have a hollow about the size of an individual soup bowl. Fill this with stuffed dates, candied pineapple and glaced chestnuts. By laying on the other hemisphere the cake will have the proportions of an average pumpkin.

Coat the entire surface with a frosting made of the yolks of six eggs, to which a pound of confectioner's sugar and two ounces of cornstarch have been added. Beat well and test before using. Do not apply thickly the first time, as it is sure to run on the rounded sides, but spread thinly in the beginning, let dry, and then add a second and third coat. In this way you can get a good imitation of the vivid yellow surface of a pumpkin. On one side of the cake press eight candy beans in a straight row to imitate teeth; above these place a large red candy heart for a nose and two large, bulging gumdrops to represent eyes. Model a stub end of green sealing wax and set on top of the cake.

Cut the upper half only, sinking the knife at the green stub end and cutting outward in straight lines. When all these upper pieces are disposed of the candy in the lower half will be in full view.—Chicago Record Herald.

HOMES IN JAPAN

JAPANESE houses are exceedingly light bamboo or frame affairs. Instead of strong foundations firmly embedded in the earth there are flat stones, on which the frame lightly rests at the corners.

Within the house is simplicity itself, says an exchange. The cottage may contain one or a dozen rooms, at the owner's whim, at any moment when he chooses to let the curtains down. If he wishes to retire he can make his bedroom by drawing down around him at any spot on the floor that suits his fancy, curtains made of paper. This material is translucent enough to admit light into the impromptu room without destroying its privacy. For a bed all the Japanese needs is a heavy quilt or two.

Within the house everything is immaculately clean. A Japanese will not tolerate a dust-collecting carpet tacked upon his floor. He prefers grass-woven mats, which he can take up and clean every day. Cushions on the floor do duty as chairs, and about the only article of wood furniture in the house is the tiny table where the family eat.

WOODEN SHOES

ACCORDING to a report from Vice-Consul D. P. De Young at Amsterdam, Holland exports more wooden shoes to the United States than to any other country. Many hundred pairs are now worn in Michigan, Iowa, Missouri, New Jersey and other States. The remarkable statement is made that there is more wooden footgear worn in Chicago, Grand Rapids, or Holland, Mich., than in the city of Amsterdam. Other sections importing this practical article of dress are Paterson, N. J., St. Louis, Mo., Lancaster County, Neb., and Marion County, Iowa.

The shoes exported from the Netherlands are mostly made in large factories by modern machinery. On the contrary, the wooden shoes worn in that country are generally hewn to the measure of the customers' feet in the village shoe shops, and the local price varies according to the amount of lumber used and the market price of the raw material.

HOW MANY?

If three little houses stood in a row
With never a fence to divide,
And if each little house had three little maids
At play in the garden wide;
And if each little maid had three little cats
(That is three times three times three),
And if each little cat had three little kits,
How many kits would there be?

And if each little maid had three little friends,
With whom she loved to play,
And if each little friend had three little dolls
In dresses and ribbons gay;
And if friends and dolls and cats, too, and kits,
Were all invited to tea,
And none of them all should send any regrets,
How many guests would there be?

—Exchange.

HIDDEN STATES

Each of the sentences following contains the name of one of the United States:

1. Beauty may be skin-deep, but a happy disposition surely reaches to the heart.
2. I can see a resemblance to her mama in every feature.
3. Come over to the farm and try some of our new ham. P. S.—Hire a cab at the station.
4. In making the wires connect, I cut through a two-inch plank.
5. Have deeded Mary land enough to provide her a life-long income.
6. Has that tiresome bore gone away for good?
7. While traveling through India, natives treated us with civility bordering on servility.
8. His complexion was so florid, a little boy asked if he was painted.
9. "Whenever mon takes foolish chances, he pays the piper," says Sandy Macpherson.—Woman's Home Companion.

DO IT NOW

Said Peter Paul Augustus:
"When I am grown a man,
I'll help my dearest mother,
The very best I can.
I'll wait upon her kindly,
She'll lean upon my arm
I'll lead her very gently
And keep her safe from harm.
But when I think upon it,
The time will be so long,"
Said Peter Paul Augustus.
"Before I'm tall and strong,
I think it would be wiser to be her pride and joy,
By helping her my very best while I'm a little boy."

—Atlanta Constitution.

THANKSGIVING DAY

A bustle in the kitchen,
A smell of cake and pies,
Children running everywhere,
With bright and wondering eyes.

Rows and rows of good things
On the pantry shelves,
A cunning little table
All to themselves.

—Selected.

OUR OWN PUMPKIN PIE

COME, little boys, now stir your feet,
And to the cornfield go,
Where bright as gold and round and sweet
The shining pumpkins grow.
See gaily scattered all about
Like pretty gifts they lie;
Now choose the best and ripest out
To make our pumpkin pie.

Come, little girls, we're wanting you.
Now tuck your sleeves up higher,
Put on your aprons big and blue,
And mend the kitchen fire.
Then in the steaming oven bake
The pumpkin waiting nigh,
Till soft it grows, and fit to make
A right good pumpkin pie.

Come, little feet, and search the mow,
For eggs all fresh and clear.
And sugar, milk and corn-starch now
Mix with the pumpkin here.
Put in the least wee, tiny bit
Of salt, some cinnamon,
Nutmeg and ginger add to it,
And now the mixture's done.

Now come, both little maids and men,
And bring your appetite.
Forth from the oven once again
It comes, a goodly sight,
So brown and nice and rich with spice,
You'll find, as years go by,
There's nothing better than a slice
Of our own pumpkin pie.

HOLIDAY CANDY YOU CAN MAKE

TO make marshallow fudge, put two cups granulated sugar and one cup cream or rich milk in a saucepan and heat. Add two squares chocolate, grated, and boil until it hardens when dropped in cold water. When nearly done add a level teaspoonful butter, little by little, and a half pound marshmallows, crushing and stirring with a spoon. Add the last of the marshmallows after the fudge it taken from the fire. Pour into buttered pans and, when nearly cold, cut into cubes.

PEANUT BRITTLE

One cup of sugar, three fourths cup of peanuts, chopped. Melt the sugar as for caramel syrup and when it is light golden brown, stir it in the chopped peanuts and pour out at once in a thin layer upon a tin sheet or the bottom of a tin pan. While cooling, shape with two knives into a square and score into small, even squares for breaking after it is cold. If the candy is not scored while it is somewhat warm, it will not break attractively. Any other chopped nuts may be used in place of peanuts, or shredded cocoanut may be substituted.

PEPPERMINT DROPS

One cup of sugar crushed fine and just moistened with boiling water, then boil five minutes, then take from the fire and add cream of tartar the size of a pea, mix well and add four or five drops of oil of peppermint. Beat briskly until the mixture whitens, then drop quickly on white-glazed paper. Have the cream of tartar and oil of peppermint measured while the sugar is boiling. If it sugars before it is all dropped add a little water and boil a minute or two. To make the red peppermints add the cochineal coloring little by little to the cream while beating until red enough.

MAPLE CREAM WALNUTS

Put one cup of water and two cups of sugar in a saucepan and cook ten minutes without stirring; add one level teaspoon of butter and cook longer, or until when tested in cold water a bit will harden. Take from the fire and stir until waxy, then make into balls and place half an English walnut meat on each side of the ball.

PECAN BALLS

One and one half cups granulated sugar, one half cup water. Boil sugar and water four minutes, remove from fire and put saucepan in pan of cold water. Beat until it looks creamy Add one cup of chopped pecans and drop in small balls on oiled paper.

BUTTER SCOTCH

One cup New Orleans molasses, one cup of butter, two cups of powdered sugar, and a pinch of soda. Boil until it crisps when dropped into cold water, then pour in thin sheets to cool.

THEY RODE IN A FLYING HOUSE

THE little girl was employed in a store as a cash girl in the days when children were sometimes employed that way, and she heard a beautiful lady who came in to buy a doll say that she was going to "fly" over to a neighboring city for a day or two. She bought the very doll that this little cash girl loved the best of all that were in the store, and as she took it to be wrapped up, the little girl, whom we will call Sally, felt very sad.

A holiday was coming soon and she took her little brother out to walk in a place where there is a railroad yard, where cars stand that are not in use. As they walked she told him about the beautiful lady, whom she called the Princess Ethel, who had said she was going to fly, and she made up a story about a flying house to amuse her little brother. She told him that it had a carpet as thick as grass and chairs covered with velvet.

By and by, the little boy grew tired and they sat down on the steps of one of the cars in the railroad yard. Then the little boy clambered up the steps and pushed open the door of the car.

"O," he cried out to his sister, "this is the flying house. You said we were going to find it. The carpet is thick as grass and the chairs are all covered with velvet."

The children went in and looked around. Here was a beautiful little room with a piano in it and a desk, and all the things which Sally had fancied would be in a flying house. They went a little farther and found two wonderful little bedrooms, all fitted up with pretty things and great thick silk coverlets on the beds. And there was a tiny little bathroom all in white, with real water that ran when they turned it on. And then there was a dining room, with a table and chairs and a big plate of grapes and bananas and oranges. Sally had said that there would be grapes and oranges and bananas in the flying house. The children felt cold, so they went and wrapped themselves up in the silk coverlets and lay down together on one of the little beds and went to sleep.

When they woke up the house seemed to be flying. For of course it was a railroad car, what is called a special car, and it was now whirling along in the open country through the fields.

Sally felt sure that now the lovely princess must have come, so the children went back to the pretty room they had seen first. Sure enough, there was the lovely lady, and a gentleman was with her, and they were surprised enough to see the children. But they were glad to see them, too, and talked with them and found out all about it, and then there was a nice luncheon for the children and some presents which delighted them. And at the end of the day they went back to their own city in the lovely car, or the flying house, as they still called it, and told their mother the wonderful things that had happened to them.

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And be present to witness
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And award the prizes,
Of which there are three.
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Originality, too,
Or, if the most comical,
We'll give to you
A dainty little gift
That you'll love to win—
Now, please don't be late,
For at eight we begin.
So wear your paper gown
And bring a heart full of cheer,
And I'm certain this party
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Spell "mouse-trap" with three letters—C-a-t.

Spell dried grass with three letters—H-a-y.

Spell hard water with three letters—I-c-e.

Be thoughtful and earnest, kind-hearted and true. Spell that with four letters—T-h-a-t.

Tell me, children, what is meant by the Golden Rule, and spell it with two letters—I-t.—Atlanta Constitution.

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PAPER MANUFACTURE IN MAINE BUILDS UP BIG TOWNS IN FOREST

State Is Third in the Union in Production — Industry Indirectly Gives Work to Many Outside of It

BUSINESS GROWING

LEWISTON, Me.—The pulp and paper business is called by many the imperial industry of Maine. It is said that on the basis of the value of products this industry exceeds any other single much less than the total wages paid in industry in the state, although both the manufacture of cotton goods, of lumber and timber products give employment to more hands than does the pulp and paper business.

At present the number of men employed in the pulp and paper mills of the state exceeds 9000, and the total wages paid exceeds that of the cotton industry, and in all probability is not lumbering. Maine now stands third among the pulp and paper manufacturing states.

The pulp and paper industry in Maine is a vast enterprise, therefore, and on account of it large towns have been built—as Rumford Falls and Millinocket. Railroads have been constructed because of it, and other branches of business built up and are now dependent upon it. Incidentally a large number of men are employed outside of those who labor directly in the mills. It furnishes employment to woodsmen, gives business to the small merchant, and even increases facilities for employment to those who go to the sea in ships.

There is paid out daily in the pulp and paper business of Maine over $20,000. This makes an aggregate of several million dollars in a year, and to this cost should be added the expense of the wood, probably about 4,000,000 feet averaging at least $10 a thousand. Under the policy pursued during the past few years this business has been continually increased, and it is known that at Rumford Falls arrangements have been made for a great extension of the plants there. It is said that this policy will be followed in other places in the state, if legislation considered hostile to the business is not passed.

As early as 1634 the first saw mill was constructed in Maine, at what is now South Berwick. As the state grew the lumber industry continued to be one of the largest and most lucrative enterprises. Many of the great water powers of the state were developed for this purpose.

The manufacture of pulp and paper has always been associated together, for the reducing of rags or other material to pulp is the first step in the making of paper. For centuries rags were the only material used, and it has been but little more than 40 years since wood fiber came into use for this purpose. For a long while wood fiber was not looked upon with favor as a basis of making paper, and experts viewed it with contempt.

It was as late as 1874 that an English trade paper said: "Great endeavors have been made to introduce wood pulp as a fiber, but practical paper makers deem it a failure."

In 1862 samples of paper made from wood pulp mixed with rags were exhibited in London. Five years later at Paris a machine invented by Herman Woelter, a German, for grinding wood pulp was exhibited, and it was upon a similar machine, especially imported, that mechanically ground pulp was first introduced in this country, in 1867, at Stockbridge, in Massachusetts. The first American ground wood pulp was produced at the rate of about 1½ tons daily, and sold for eight cents a pound.

Probably the first experiments made in Maine was at Steep Falls, in the town of Norway, but the first mills to manufacture ground wood pulp in Maine on a commercial basis were started in 1868-9, in Topsham, by Charles B. Brown and E. B. Dennison. The first grinding machines were known as the Taft grinders, and were said to have been made at the Bath iron works. In 1870 the Androscoggin Pulp Company was organized, and in a few years mills were controlled at Brunswick, Westbrook, Paris, Norway and Great Falls. The total product of the company was about 12 tons in 24 hours.

No mechanical pulp was made on a large scale, however, until 1888, when the Otis Falls Pulp Company began operations. This plant is at Otis Falls, in the town of Jay, and set an entirely new standard and revolutionized the industry in Maine. In one room in that mill between 4000 and 5000 horsepower was developed and from 50 to 60 tons of pulp produced in 24 hours.

There are two processes of treating wood pulp, known as the soda process and the sulphite process. The soda process is the older, and was first introduced in England in 1854. It came into extended use earlier than the sulphite fiber, but the latter has since surpassed it. In Maine the first soda pulp mill was established in 1872, at Yarmouthville, in the town of Yarmouth. In Maine only poplar wood is used in the soda process.

It is now conceded by pulp manufacturers that spruce is the best wood for pulp, and in northern Maine there are thousands of acres covered with this wood. Vast quantities are also brought from Canada, and those interested in the pulp and paper business control many acres of land in that section. The pure, clear, soft water of the Maine rivers and streams is far superior to that of the western states for pulp and paper manufacturing, and as that state is near the markets that gives it an added advantage.

In the last 25 years no branch of industry has made greater progress than that of the pulp and paper manufacturing. There are hundreds of mills in the United States, most of them being situated in New York, Maine, Massachusetts, Wisconsin, Pennsylvania, Ohio and Illinois. These make about three-fourths of the entire paper supply of the country, and it is asserted that it will be but a short time before Maine leads all these others in products.

In the last 30 years a wonderful advance has been made in the methods of making paper. In 1900 there were 763 paper establishments in the country, with a capital of $127,000,000. In 1890 Maine had $4,500,000 invested in this industry, and was ninth in the list of states producing paper. In 1900 it had advanced to third place in the product of paper of all kinds, and second in the production of news or paper print. There is today made in the United States 2500 tons of news paper daily, one contract for one publication calling for 400 tons each day.

It is interesting to know what it means to make 400 tons of paper. It takes a cord of wood, to make one ton of ground pulp, and two cords of wood to make a ton of sulphite pulp. Figured on the basis of the usual combination, it requires 480 cords of wood, and about 20 tons of clay, and to carry out the calculation on the basis of one and one-half cords of wood to 1000 feet of logs figured on the standard authority of 3000 feet of timber to the standing timber, we find it is necessary to cut all the spruce from 107 acres of land daily to supply the one newspaper with its daily amount of paper.

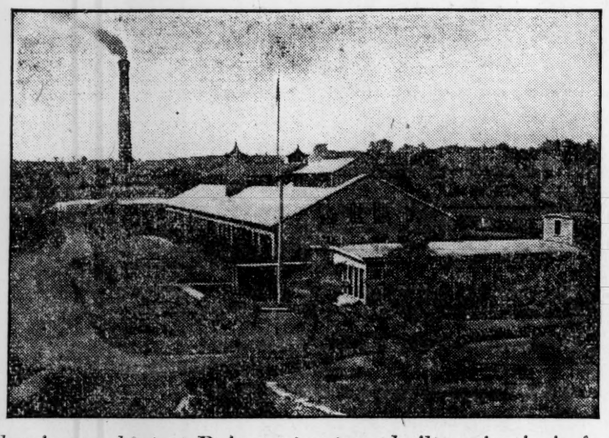
It might be thought that this demand would soon exhaust all the wood grown in Maine. But authorities say that with a proper safeguard placed about the forests and economy used in cutting, there is no possibility of the supply being exhausted. In Maine, New Hampshire, Vermont and New York there are vast forests in addition to the large quantities of pulp wood being brought from Canada.

Illustrating what this business has done for Maine, let us take up the history of the town of Pejepscot, where operations were begun in 1889. The place was then a virgin forest. There is now a modern mill, fine residences, which have been built by the company and rented to laboring men at moderate prices, and the company has also erected a handsome schoolhouse for the benefit of the working people. This building is attracting great attention and has been recommended by the state school superintendent as a model from which to build.

The lowest rate of wages paid is $1.65 a day, and from that to $4 a day for skilled labor, and of course, the overseers and superintendents receive much higher salaries than that. This company controls three mills, and employs 600 men, and indirectly gives employment to over 2000 men. It purchases annually over 40,000 cords of wood, 25,000 tons of coal and imports clay for the business besides other articles needed in connection with running the mill. It owns a vessel which brings pulp wood from Canada, where the company owns land. When a representative of the Monitor visited one of these mill yards there was a pile of wood which contained 33,000 cords, sufficient to keep the mill running for about eight months.

Another town which has had a remarkable growth because of the pulp mills is Rumford Falls, which in about 20 years has grown from a wilderness into a large and flourishing community. At this point is one of the finest water powers in New England, which has been developed for the pulp and paper business.

ONE OF MAINE'S MANY PAPER MILLS



Showing a plant at Pejepscot, a town built up in virgin forest since 1889

DELAWARE APPLES PROMISE TO RIVAL PEACHES FOR FAME

Same Natural Advantages That Made One Fruit a Household Word Are Assisting the New Industry

SOIL IS "KINDLY"

WILMINGTON, Del.—For many years Delaware has been recognized as a great peach producing state—so much so, in fact, that the mention of the word Delaware will often bring to mind the thought of peaches. Apples have not attained to this distinction, and yet apple culture in Delaware is a prominent industry and becoming more so every year.

About two years ago the people of Delaware were more thoroughly awakened to the possibilities of the systematic culture of apples through the activities of a company formed for that purpose and having at its head the Governor of the state and one of her United States senators.

The same natural advantages that have made possible the profitable growing of luscious peaches in Delaware are operative to produce plentiful crops of finely flavored apples. The soil is alluvial. The surface in general is only slightly rolling, but enough so to insure good natural drainage. Wherever the surface dips below the surrounding land open ditches of moderate depth allow the rainfall to drain away speedily, and every foot of well drained land in Delaware is valuable land. The soil varies in character all the way from stiff, heavy clay to sandy soil of an extremely friable character, the proportion of the latter increasing as we go south.

The red or yellow clay loam may be called the best and strongest soil. It produces full crops of all kinds of fruits. This red clay may not always come to the surface, but may lie a few inches below a friable sandy loam. Fruits gain a richer color where this is the case than with the clay surface. Every grade of Delaware soil, however, responds in a remarkable manner to tillage and manures. People who are acquainted with the agricultural conditions in other states and countries speak of Delaware soil as "kindly," and this word is very appropriate and expressive in this connection.

Fully half of the land in the state, or 640,000 acres, is admirably adapted to growing apples, and much of the other half can be devoted to the same purpose with the certainty of success. The apple has been grown in Delaware since the state was settled and fine native varieties thrive everywhere. For several years early apples have been a prominent feature, as the conditions are especially favorable for their profitable production. These early varieties mature after the winter apples are out of the market, and just at the end of the strawberry rush they bring a good price. They are shipped in refrigerator cars to all of the eastern part of the United States and into Canada, and in all this territory at this season they very nearly monopolize the apple market.

On the level, easily tilled lands, orchards are started with comparatively little expense. The land requires no special preparation. It is marked off at the proper distances to set the trees, which is done with little labor, and the trees can be bought at from $60 to $150 per thousand. With proper culture these trees grow very rapidly and begin to bear in five or six years.

Delaware has the market for early apples almost to itself, because further south these early varieties do not thrive, while in Delaware they succeed to a degree that leaves nothing to be desired. The late varieties also grow to perfection, and of these there are many kinds of large size, beautiful in color, of the best quality, that will keep all through the winter, so that they can be held for the highest prices of the year.

Apple growing is increasing in Delaware. In 1890 there were 340,648 apple trees of bearing age in the state; in 1900 this number had become 567,618, an increase of 66 per cent; and it is certain that there is now a much larger number of bearing trees. A well-managed orchard will give a clear income above all expenses of $100 to $1000 an acre. Not many bearing apple orchards are for sale, but good apple land is for sale, and one is able to purchase it all the way from $10 to $100 per acre, according to location and improvements. It will pay a profit on the cost while the trees are growing, and in a few years will be the source of a very agreeable income if planted in this fruit.

Prof. C. P. Close, now horticulturist of the Maryland experiment station, was the horticulturist of the Delaware station before going to Maryland. At the meeting of the Peninsula Horticultural Society he said: "Before coming to Delaware I thought that apples could grow only on clay soils, and when I saw the Delaware sands I thought they might do for peaches but not for apples. But after a careful study of what is actually taking place in Delaware, I must admit that Delaware can produce as good apples as can be grown in any portion of the country. The greatest surprise of all is to see what can be done on the light sands of this state. You get the flavor and color and quality, and in prices you are second to none. Last winter I had occasion to visit some of the fruit stores in Philadelphia and found the best grades of Delaware apples were selling for better prices than those from Oregon or from New York."

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MOSQUITO CAMPAIGN IN NEW JERSEY

John B. Smith of the agricultural experiment station, New Brunswick, N. J., Describes Method of Proceeding Against Winged Insect of Coast State

NEW JERSEY has a fairly well established reputation for mosquito infestation and this is not entirely undeserved. A coast line almost as long as its eastern and southern boundaries, much of it low and fringed with salt marsh, gives ideal breeding conditions for species that are migratory in habit and spread for miles from their point of origin.

Along this same coast are some of the most attractive summer resorts of the country and this brings the local conditions to the attention of literally millions of citizens of other states. In addition, the largest centers of population, in Hudson, Essex and Union counties are situated on or near low or even swampy river valleys and adjacent to salt marsh areas, so that opportunities for the breeding of fresh water species are numerous and productive. An urban population closely approximating the million mark is affected by these conditions so that, while New Jersey has no species of mosquitos that do not breed quite as freely elsewhere, the number of specimens developing and the number of persons affected is much greater than almost anywhere else in the Union.

Until a few years ago the idea that this condition of affairs could be improved was regarded as visionary or absurd; but in 1902 the Legislature appropriated the sum of $10,000 for an investigation to be made by the agricultural experiment station and two years later an elaborate report was presented, showing that a material reduction of the pest was quite within the possibilities—and that the problem was in part a state and in part a local one. Acting on that report the Legislature in 1906 passed a comprehensive law providing for the ultimate expenditure of $350,000 to deal with the salt marsh pest, leaving the inland species to the local municipalities.

The state campaign has been vigorously carried on; over 30,000 acres of marsh land have been treated and over 4,000,000 feet of ditches have been dug by hand or machine. In some localities one of the salt marsh species has been almost altogether eliminated: in others, large tracts of land once deemed hopeless and without market value have been made available for settlement and are building up rapidly.

The underlying theory upon which all this work is done is that the mosquito



JOHN B. SMITH
New Jersey agricultural experiment station expert.

necessity disappear. Large bodies of water containing fish require no treatment, nor do those areas that become covered with duck-weed or filled with spirogyra. On the salt marshes the species develop indifferently in salt or fresh water, hence either a storm tide or a heavy rain may fill the breeding pools. In such areas, too, the species that develop there may lay their eggs on the moist marsh mud and they may retain their vitality for years, ready to hatch whenever a water covering comes on.

This hampers the practical results of the work to some extent, for any combination of circumstances that will keep a marsh covered for a week at any time within three or four years after drainage may bring out a brood of mosquitoes from accumulated and dormant eggs.

Drainage ditches are made 10 inches wide, 30 inches deep and under usual conditions are placed about 200 feet apart. Such ditches never collapse, do not grow up from the bottom and work indefinitely unless intentionally interfered with. Special spades and power machines have been developed for putting in these ditches, at an average cost of about 2½ cents a running foot.

It sometimes happens that small marsh breeding areas are mere deep depressions among sand hills where no outlet to tide water is available. In such cases brush filling is resorted to. Grass, brush, seaweed and any other vegetable matter that is available is loosely piled into the depression; enough sand to hold the material in place is shoveled over it, and then the matter is left to the winds for completion. Every sand-laden wind that sweeps over the surface deposits a little load among the crevices of the vegetable matter, until the filling is solid and the surface even. It is surprising what a lot of work the wind can be made to do when properly encouraged.

Yet other conditions occur when there are large areas of swampy depressions, beyond the range of the filling method. Such areas are drained to the center, where a considerable pond is established, in the middle of which a large hogshead is sunk. This always reaches the permanent water level, never dries up and forms a retreat for the "killies" or small fish with which these pools are stocked. In most cases also it furnishes an underground outlet for at least some of the water that flows to this center. In the larger of such ponds the killies not only maintain themselves but actually increase in number, and some have been running satisfactorily for upward of four years.

This stocking with fish is resorted to whenever possible, and every large ditch in which water remains permanently is dealt with in that way. On an unusually solid meadow where surface drainage was impossible, dynamite was resorted to, and deep holes were blown through the subsoil to permit the escape of the water in that way. There is in fact, no method of getting rid of surface water that has not been resorted to, except dredge filling, and that has been left to the owners or improvement companies who exploit such land for settlement purposes.

Now while the state has spent nearly $100,000 or somewhat less than one-third of its appropriation, the municipal authorities have not been altogether idle. Campaigns have been started locally at many points and some 20 municipalities in Hudson, Essex, Union and Bergen counties have formed a mosquito extermination society that meets monthly in Newark to discuss ways and means and to exchange experiences.

Millions of wrigglers have been destroyed, hundreds of breeding places have been permanently done away with, and conditions have been vastly improved in every way. Still the work is not yet done and the pests remain too abundant for comfort. The officials concerned are just beginning to realize the innumerable opportunities for mosquitoes in a manufacturing city and even in residential districts. Sewer basins are being oiled everywhere; barrels, tubs, tanks, vats and other containers by the hundred are being discovered. Even roof gutters have been found in fault and within the houses themselves much breeding is rife.

So widely are the pests distributed at the present time that there is scarcely a cupful of water that does not develop wrigglers if left to itself and it will require another year or two of thorough work before the real value of the campaign becomes apparent. But the work is well begun and will be continued with increasing effect as the larger areas are permanently eliminated. The summer of 1911 was not nearly as bad as the average or even favorable season of half a dozen years ago, and the clouds of striped-leg, salt-marsh mosquitoes that used to be swept up in the stores of Newark each morning by the quart, are now conspicuous by their absence.

OILING CATCH BASIN FOR MOSQUITOES



Cities of New Jersey are taking up campaign inaugurated by the state authorities

Schipper and Block

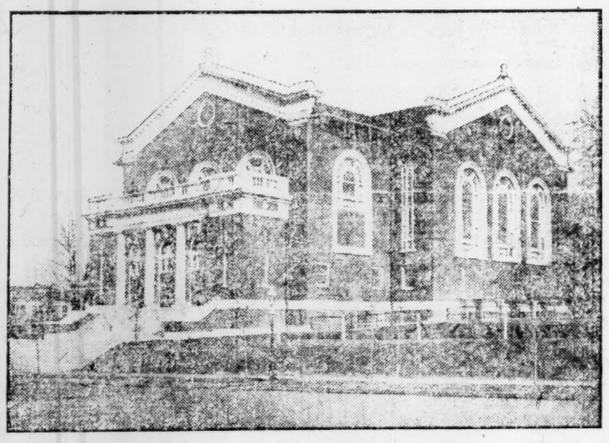


FIVE POINTS ABOUT THE

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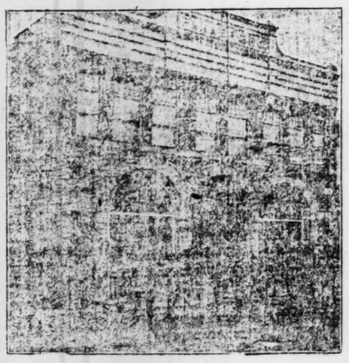
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BOYS OF MISSISSIPPI SWELL STATE'S YIELD BY CORN CLUB WORK

Premiums Offered for Best Crops Bring Beneficial Results to Farmers—Ten Thousand Youths Busy

(By H. E. BLAKESLEE, State Commissioner of Agriculture)

JACKSON, Miss.—Any country is just as good as its citizens make it. Its prosperity is determined by the intelligence and energy of the people. An educated citizenship increases the earning capacity without reference to the avocation or calling. All education is not gleaned from the books. Precept and example produce good results. Inspiration, inclination and determination are often the result of example. Competition plays an important part in producing either, or all three.

Mississippi is preeminently an agricultural state. It always has been and likely always will be. Out of every 100 inhabitants, 88.5 are in the country and practically all of these are on the farms. The farms produce the wealth of Mississippi. An innovation that tended to make these farms more productive; that had as its object the education of the farmers; that promised to produce more crops with a smaller expenditure of money and energy, benefited the 88.5 people directly, and the others indirectly. That is certainly the greatest movement that has been inaugurated during the last several years.

Mississippi has been a cotton producing state to the exclusion of many other profitable crops. The average production of corn for instance, was as low as 14 bushels an acre. Not because the land was not adapted to corn, but on account of every attention being given cotton and none to corn. The farmer continually worked and planned to make more cotton and depended upon buying his feed stuffs from other states; likewise his meat and mules. They were not educated to grow grain and live stock.

In February, 1907, the first boys' corn club in the South was organized in Holmes county, Mississippi. The boys in the public schools of the state were encouraged to grow corn for premiums offered by farmers and business men. They were to be instructed in the best methods for corn production and encouraged to strive for supremacy in results—a friendly rivalry that would educate the future farmer and develop him along lines necessary for his welfare.

During the next few weeks after the organization in Holmes county, four more counties were organized. The following winter and spring saw 17 counties taking up the work. In 1909, 35 counties were in line, and this number grew to 56 in 1910 and 63 in 1911. Only 16 counties remain in the whole state without such a club or organization. This is thoroughly satisfactory to those who took the lead.

After the first two years there was little or no trouble in securing aid and cooperation. The late Dr. S. A. Knapp of the United States department of agriculture, attended by special invitation a meeting of the Holmes County Club in the summer of 1908; was impressed with the opportunities of doing great and lasting good, and from that day was a warm advocate of the work and gave to it his hearty approval and cooperation. The Farmers Union strongly indorsed the prposition for its educational features and other interests came in and gave to it valuable assistance.

This year Mississippi has in this excellent work 10,000 boys—sturdy youngsters who are preparing themselves for their life work on an equal footing with the lawyers, teachers and members of other professions.

Reader, can you imagine just for an instant what this means for the future of Mississippi? What of the influence of 10,000 educated, energetic and enthusiastic young farmers who will soon take the places of their fathers in the field? How their example will attract favorable attention throughout a circle of neighbors and the influence of their good work spread as the ripples following a stone cast into still waters?

It is a splendid movement and the effect is beginning to be seen, even before the boys themselves take the reins of management. Their enthusiasm is infectious, their accomplishment stimulating upon the fathers. Even the men are banding themselves into crop-growing contest clubs. Hundreds of such have been formed. A dollar from each contestant creates a fund that is apportioned for supremacy in crop production. The interest is not only infectious but contagious.

And the girls have not been neglected. The good farmer of the future must have an equally intelligent and energetic helpmeet. Home culture and domestic economy clubs with other organizations of a similar nature have been formed. Three thousand girls are engaged in baking, cooking and sewing for premiums offered by state, county, municipality and individuals.

And all of this is bearing fruit promptly. It has not been necessary to await the advent of the boy himself upon the farm as a full grown man to see the result. It is beginning to be felt now, and in no uncertain manner. Yields of crops begin to tell of something unknown heretofore behind them. Corn, so little thought of and raised in such small quantities, is coming into its own as a crop in Mississippi. It can't be said any longer that "Ol' Miss" is not a corn state. The boys have shown that it is.

A boy in Marion county last year produced 229.93 bushels of corn on a measured acre. A Covington county boy raised 192 bushels on an acre at a cost of 18 cents a bushel. Forty boys in this county averaged above 100 bushels an acre on land that had grown from 15 to 25 for their fathers. Of the 100 leading boy corn growers in the South reported by Dr. Knapp for last year, 33 of them were in Mississippi. Results? Satisfactory.

And to carry it farther, in 1905, Mississippi produced approximately 35,000,000 bushels of corn. This was increased slowly until 1909 when it had attained the maximum of 46,000,000. In 1910, according to the United States department of agriculture, the yield had jumped to 66,000,000 bushels. The acreage and prospect for 1911 promises 75,000,000 bushels and the end is not yet.

No, the boys didn't do all of it by themselves, not by any means, but their actual tests and enthusiasm, together with a general movement in behalf of better farming, accomplished the work. They have set the ball rolling, and it is gathering weight and velocity as it goes forward. It is a great movement, fraught with splendid possibilities and promises much for the future prosperity and happiness of the Magnolia state.

PENNSYLVANIA CITIES TO BE JOINED BY 8000 MILES OF GOOD ROADS

Act of 1911 Legislature Designates 296 Routes and Construction Will Start Before Winter Arrives

LARGE BOND ISSUES

HARRISBURG, Pa.—Eight thousand miles of first-class public highways are contemplated in a great road-building program launched this year by the state of Pennsylvania.

This movement involves the construction of roads to connect all the important cities and towns in the state, in accordance with the terms of an act of the recent Legislature in which 296 routes are designated.

The state department of highways is authorized by this act to proceed with the work as rapidly as the funds available will permit. The preliminary work is well under way, and construction will be started on several sections of road before the coming winter puts a temporary stop to out-door operations.

The Legislature this year appropriated $4,000,000 to start the highway work, and took the first step toward the authorization of a $50,000,000 bond issue, the proceeds of which is to be devoted to carrying out the plans already made. This bonding proposition, involving as it does an amendment to the constitution to enable the state to borrow money for such purposes, will require the approval of the Legislature of 1913 and of the people at the November election of that year. As no opposition has voiced itself thus far, the ultimate approval of the loan is considered to be virtually assured. Public sentiment is pronounced in favor of a comprehensive system of state road building, and the state has no other debt of any kind.

In fact, it is considered altogether probable that a second $50,000,000 bond proposition will be offered in the next Legislature, so that within the next four years $100,000,000 will have been made available for this work, in addition to $8,000,000 or $10,000,000 that can



E. M. BIGELOW
Pittsburgh man recently appointed state highway commissioner of Pennsylvania

be appropriated out of the yearly revenues of the state.

Public confidence in the road building program has been greatly strengthened by the appointment by Governor Tener of E. M. Bigelow of Pittsburgh, as state highway commissioner. Mr. Bigelow is the originator of the system of parks and boulevards in his home city, and he has been the directing genius in the development of several hundred miles of excellent highways in Allegheny county. He is a man of independent personal means and is believed to have accepted the post of head of the state highway department only because of an enthusiastic interest in the cause of good roads.

The new road act provides for a system of main state highways, which are not only to be built but also to be maintained by the state. The highway department is authorized to divide the state into districts and place a competent engineer in charge of construction and maintenance in each district, as the work progresses.

As it will be impossible to undertake the construction of all the 296 routes at once, the effort of the authorities will be to work out the routes that will be of greatest public benefit. For instance, it is expected that the sections of road necessary to complete a great highway lengthwise across the state from Philadelphia to Pittsburgh will receive early attention. The surveys for such a route have already been made. Another route that has been surveyed and for which contracts will soon be let is between Harrisburg and Gettysburg, with the idea of forming a northern extension to the Lincoln highway which the federal government proposes to construct between Washington and the battlefield. Ultimately these two projects will produce a fine boulevard from the capital of Pennsylvania to the capital of the nation.

Under the terms of the new law the state highway department is empowered to take over any township road it may desire, without cost to the state, and also to purchase private roads by condemnation proceedings in the courts. After taking possession of a road the state is obligated to maintain it in good condition. All public roads not so taken are to remain under the care of the township authorities until such time as they may be taken for state roads.

An effort will be made wherever possible to connect up scattered pieces of state road built under the former act, which apportioned several million dollars a year among the counties, to be expended for road building on a basis of the state's paying three fourths of the cost, and the county and township each one eighth.

Approximately 900 miles of road have been built under this arrangement during the last six years, but the plan has proved unsatisfactory for two reasons. First, the local authorities were authorized to take the initiative, and the pieces of road they selected for improvement were widely scattered and of comparatively little use in promoting a comprehensive highway development; second, the roads thus built by the state at $10,000 or more a mile were left to the care of the local road supervisors, and in many instances were allowed rapidly to deteriorate through lack of adequate repairs. This plan has been retained in modified form, the state now paying one half instead of three fourths of the cost. These are known as "state-aid roads," as distinguishing them from the "state roads" built and maintained wholly by the state. The appropriation for two years for this work is $1,000,000.

A separate appropriation of $300,000 was made this year for the reconstruction of portions of the National pike, once a favorite route from Washington to Indianapolis. This highway crosses the southwestern corner of Pennsylvania. It is full of historic interest, young Lieut. George Washington having marched his Virginia troops over it in the expedition of General Braddock.

NEW YORK EDUCATION BUILDING FIRST TO BE ERECTED BY A STATE

Devoted Exclusively to Interests of Public Schools Structure Costing $3,500,000 Will Be Ready in 1912

COLONNADE FRONT

ALBANY, N. Y.—In taking the initiative for the erecting of a building to be devoted exclusively to the educational activities of the Empire state New York has made an advance that is significant in the history of education in this country. No other state has attempted anything of the kind.

An important point is that the limit of expenditure for the construction of this building was set positively before the work was begun and that the plans were worked out so carefully and minutely that the appropriation of $3,500,000, exclusive of site, will not be exceeded. The contract was let for $3,022,282.

The education department is hoping to occupy its new quarters the early part of 1912.

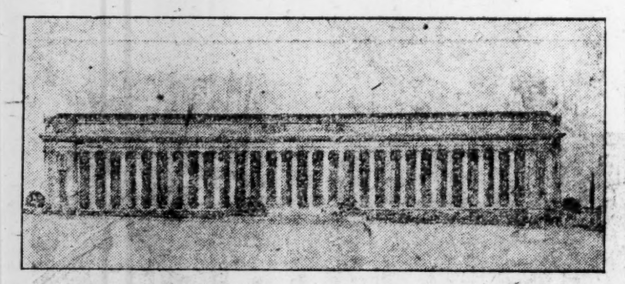
The movement for a state building was first agitated in 1904 and the first public consideration of the question took place in December, 1905, when it was shown by the commissioner of education that the rooms occupied by his department were wholly inadequate to the convenience or efficiency of the large force of officers and employees numbering 300. The offices were not only on five floors of the Capitol, but also in two outside buildings, making it difficult to establish unity and enforce discipline. But perhaps worse than this, the accommodations in many cases were never intended for educational uses.

The new building, it was urged, would distinctly represent the interests of the state in education, and would also uplift and dignify the importance of the educational work of the state in the estimation of the masses.

A bill was prepared by the commissioner of education and introduced in the Senate providing for the acquisition of a site and the erection of a state education building.

This bill met with practically no open opposition, the attitude of prominent members as well as the state officers being favorable to it. It met with unanimity in the finance committee of the Senate, passed the Legislature with but three

EDUCATION BUILDING, ALBANY, N. Y.



Here the 300 employees of the state school department will have quarters suited to their work

opposing votes in both houses and became a law by the approval of Governor Higgins, June 1, 1906.

The architectural treatment of this building necessarily involved much study and research, as it was decided it must, primarily, be dignified, imposing and of a style which would be sure to retain its charm through all periodic changes. The fact that the building is situated upon a street the width of which does not permit its being viewed in front from any considerable distance, and the fact that it must face the south, largely determined the lines of the main facade.

All conditions being considered, a huge colonnade, standing well out from a wall pierced by a series of large semicircular openings which allow great window area, and produce a secondary architectural effect, was chosen. The entire facade is crowned by a huge solid wall or attic which unifies and gives strength to the facade, at the same time expressing the walls of the museum. The materials used on the front and end facades are for the most part white marble, terra cotta and dark granite—the latter being used for the base of the building.

The general plan for the interior of the building has been worked out to fulfil the requirements and includes quarters for the administrative offices of the education department, the state library, the state museum and an auditorium with a seating capacity of 1000.

The different offices of the education department are reached by means of a broad, vaulted corridor, running east and west, leading to exits at both ends of the building. The regents' chamber and the rooms of the commissioner of education will receive special architectural treatment. The regents' room in the west pavilion has walls of Indiana limestone and a carved beam ceiling of oak. The commissioner's quarters, adjacent to the regents' chamber at the front of the building, are treated in the Tudor style of gothic with mahogany wainscoting.

The rotunda on the second floor, which looks out upon several vistas, is reached by a massive staircase. To the north of the rotunda is a great barrel-vaulted corridor 50 feet long, 40 feet wide and 46 feet high which leads to the general reference reading room. To the east a shorter vaulted corridor leads to the technical library and to the west a similar corridor leads to the law and sociological libraries.

The rotunda, thus located at the intersection of these vaulted corridors, gives a dominating climax to the architectural treatment. Over the rotunda, supported on pendentives, is a circular colonnade, that in turn supports a dome in which is a large skylight providing direct daylight to the rotunda below. The rotunda and its vaulted corridors are constructed of Indiana limestone. Conveniently arranged between columns steel cases are provided for the most interesting historical exhibits, the rotunda thus serving as a historical museum. With its wings the rotunda measures 100x100 feet and the dome above the second floor is 94 feet high.

Having disposed of the law, sociological and technical libraries, we come to the arrangement of stock rooms in the center of the building. This arrangement gives the reading rooms the easiest access possible to their respective collections of books. The general reference reading room, with its dependencies, occupies practically the entire north wing. This is placed directly above, and in immediate connection with, an immense stack room having a capacity of 2,000,000 volumes. This stack room extends seven stories below the street level, each story being seven feet high, introducing another innovation to conserve space and meet every convenience, thus placing the books in artificially lighted stock rooms, the temperature, humidity and ventilation of which can be absolutely controled.

The architectural work of the general reference reading room is both novel and bold. It consists of 12 slender bronze columns supporting a series of terra cotta domes. The walls are of stone and the room receives sunlight by means of 11 huge leaded glass windows. The room is 106x130 feet and the domes are about 50 feet high. The main reading room of the library extends from the second to the third floor.

The state museum, containing the state collections in geology, mineralogy, paleontology, archeology, botany and zoology, is lighted from above. The main room is 570 feet long, 54 feet wide and 50 feet high. This is on the south side of the building and while it is necessarily divided into sections, yet affords a vista its entire length. It is unequaled in open and dignified space by any other museum in the country, as well as rich in historical collections. This is reached from the main museum situated in the north wing of the building.

The auditorium, situated in the eastern end of the building, begins in the basement and occupies two stories with a gallery and promenade on three sides. The stage has four huge Corinthian columns which form a curved loggia and is flanked for pipe organs. The auditorium is lighted by 12 large windows and is decorated in a modified Greek style.

In the basement are rooms for service of all kinds, including rock cutting plant for the museum, workshops, janitors' and cleaners' rooms, toilet rooms for the staff and for the public, storage rooms, shipping rooms, a driveway and court for shipping purposes, elevators, ventilating, heating and lighting apparatus, as well as the book stack.

Every effort has been put forth to make the state education building answer all practical needs, conserve space, provide for future expansion and also to treat the building in a thoroughly modern spirit both in its utilitarian and its esthetic aspects. A state that expends from all sources for all branches of education $72,000,000 a year can well afford to lead the way, in the opinion of educators.

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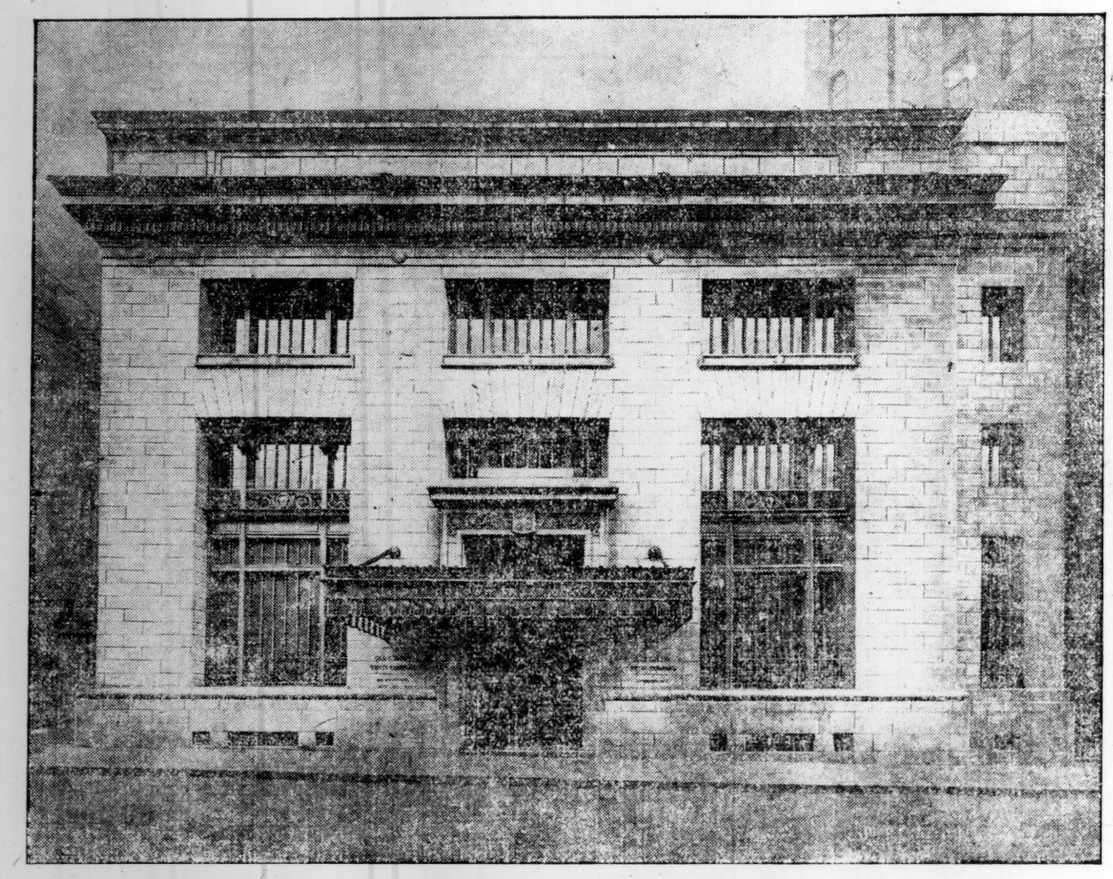
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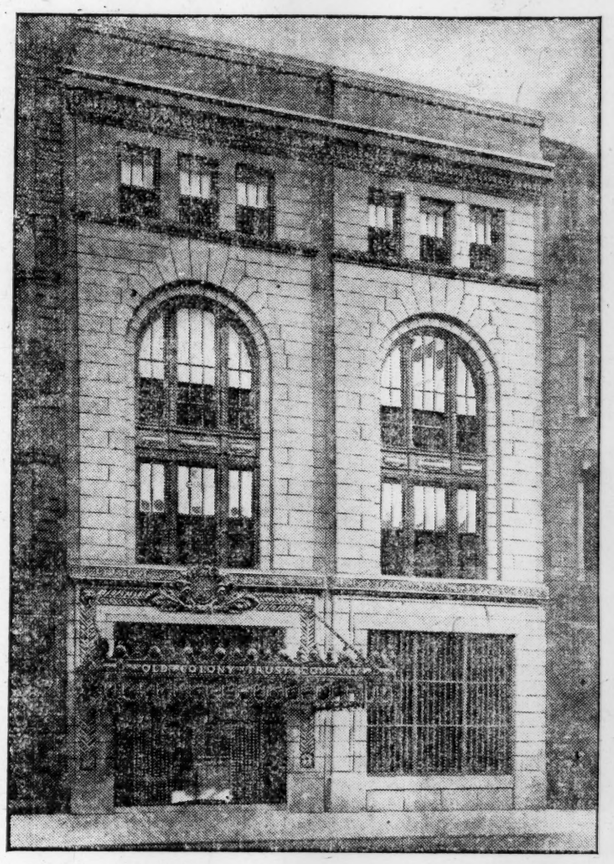
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GROWTH OF ROAD DURING THE YEAR IS CONSIDERABLE

Building of Branches and Purchasing of Other Lines Adds Many Miles to Missouri, Kansas & Texas

THE TEXAS CENTRAL

ST. LOUIS—By the purchase of the Texas Central, the Denison, Bonham & New Orleans, and the Dallas, Cleburne & Southwestern, and the building of a new branch from De Leon to Cross Plains in Texas, the Missouri, Kansas & Texas railway added 341.2 miles to its system in the fiscal year ended June 30. The total length of all the lines now operated is 3395.09 miles. The gain for the 12 months was approximately 11 per cent, which is large, considering the size of the properties.

The Texas Central is 267 miles long; the Denison, Bonham & New Orleans, running from Bonham Junction to Bonham, 24 miles; the De Leon-Cross Plains branch, 40.2 miles, and the Dallas, Cleburne & Southwestern, from Egan to Cleburne, 10 miles.

The system traverses Missouri, Kansas, Oklahoma, Texas and Louisiana. In the Southwest it is becoming steadily more prominent, not only in handling traffic originated there, but also in the interchange of business with other carriers. As the years pass, the company is extending new arms of rail out in all directions from the main trunk, opening up new territory and concentrating a more voluminous movement, due north and south, in the heart of a rapidly growing Southwest.

Texas is the system's stronghold regarding length of rail. In the Lone Star state there are 1635.06 miles or approximately half of all. There are 707.59 miles in Oklahoma, 538.91 in Missouri, 494.24 in Kansas and 19.89 in Louisiana. The Texas mileage was increased about 26 per cent in the past fiscal year.

The Texas Central, running northwest from Waco to Rotan in Texas, fits admirably into the system and its acquisition by the Missouri, Kansas & Texas is redounding to the benefit of the territory traversed. All the country lying between Rotan and Waco, adjacent to the Texas Central, is now provided with a through line to Austin, San Antonio, Houston and Galveston. The purchase of the Texas Central by the Missouri, Kansas & Texas has proved advantageous to the territory served.

The chief product of the Texas Central territory is cotton, the annual average of which is 126,000 bales. The output of grain also is large and considerable live stock is raised. It is an excellent agricultural district and the traffic includes coal and lumber, while the volume of merchandise freight is growing in proportion to the increase in the population. The Texas Central has been operated more than 30 years and its physical condition compares favorably with the best in the Southwest. It is 267 miles long, running through Bosque, Erath, Comanche, Eastland, Callahan, Shakelford, Jones and Fisher counties.

The new branch line from De Leon to Cross Plains is 40.2 miles long, in Comanche, Eastland and Callahan counties. By the construction of this short line, the Missouri, Kansas & Texas opened a long stretch of productive land to development and facilitated the founding of new towns and trading centers. The branch is an extension of the Texas Central.

It is a rich agricultural district between and around Cross Plains and De Leon, which lacked transportation conveniences until the branch was constructed. Even before the locomotive's whistle was heard in the rural solitudes, the country had begun to settle. Only the railroad was needed to accelerate growth. Rising Star, Cross Plains, De Leon, Pioneer and Buster are the leading towns on the new line.

The company has been asserting more emphatically its value as a truly southwestern trunk line, and it is one of the leading factors in transportation west of the Mississippi river. The great centers of the Southwest are connected by the Missouri, Kansas & Texas. The system touches the Mississippi river at St. Louis and Hannibal, Mo., the Missouri river at Kansas City, the center of Kansas at Junction City and the gulf of Mexico at Galveston, affording close connections and unexcelled accommodations for Oklahoma City, Guthrie, Denison, Wichita Falls, Ft. Worth, Dallas, Shreveport, Waco, Rotan, Austin, San Antonio and Houston.

NEW CEDAR TREE SUPPLY IS FOUND

Some time ago it was announced that cedar wood had become so scarce that a German chemist had discovered a process of treating potatoes whereby a substitute was obtained for the cedar casings of lead pencils, says the London Globe. The chemist's discovery is not likely to turn out as profitable as was anticipated, for the news is to hand of the discovery in German East Africa of a magnificent forest of cedar trees.

Already several consignments of cedar logs have reached Hamburg, and it is said that the future of the cedar pencil industry is assured.

COLORADO IRRIGATION GIVES STATE A HIGH PLACE AS PRODUCER

Greater Yield and Superior Quality of Crops Grown Enable the Farmer to Pay for His Land in Few Years

SUNSHINE A HELPER

DENVER—Irrigation, as practised in Colorado, is not to be regarded as a substitute for rain when rain is lacking. It is not merely a scheme for accomplishing without rain what is done without irrigation in regions where the rainfall is abundant.

Because of the greater yield and superior quality of the crops produced the irrigated farms of Colorado have a higher value than the farms of the East and middle West. First class irrigated land in Colorado, if it is well located and has a good water right, sells readily for $300 an acre. The best fruit and garden lands bring higher prices and orchards in full bearing from $1000 to $2000 an acre.

To the eastern farmer these prices often appear high, but although he is usually more than satisfied if he gets a yearly return of 10 per cent from his land he finds that Colorado farmers expect and get an average annual income of 25 per cent on the valuation of their farms. Colorado irrigated farms often pay for themselves in two or three years and sometimes in one.

All of the conditions that are essential in the production of large and valuable crops are at the command of the man who owns an irrigated farm in Colorado. Because of arid or semi-arid conditions that have prevailed for ages the soil of his farm has neither been leached nor washed away by excessive rains. It has both fertility and depth. Certain soluble salts on which plants feed are present in almost inexhaustible supply and the subsoil is the same as the topsoil.

It is the leaves that manufacture the sugar and starch that are stored in the fruit, the grain and the roots, and the leaves work only when they can get sunlight. For the Colorado farmer they work overtime. They do not have to "lay off" while it rains. The water that the crops need is turned on with a shovel and if the irrigator knows his business and has a good water right it is turned on in precisely the right quantity at precisely the right time to produce the best results.

For these reasons—the fertility and depth of the soil, the almost perpetual sunshine and water always at command—the crops produced under irrigation in Colorado show yields that are double or more than double the yields in states where the rainfall is heavy.

But quantity is not the only respect in which the products of irrigation excel the products of abundant rain. There is an even greater difference in quality. The sugar beets of Colorado are sweeter than the sugar beets of the Mississippi valley. Colorado peas require no artificial sweetening. Because of their keeping qualities as well as their superiority for the table, potatoes grown at Greeley, Col., bring a good price when others are almost unsalable. In more than one instance, a single crop of potatoes has paid for a Greeley farm.

Even the grain grown by irrigation in Colorado has points of excellence. All of it is exceptionally heavy. For the soda biscuit of which the people of the South are so fond, there is no flour equal to that made from Colorado wheat. Colorado flour is shipped to Mississippi and Georgia.

In fruit growing, the man who has at his command all the elements that enter into production, who can supply the water needed at just the time when it is needed, has an even greater advantage. Through ignorance, he may use too much; but Colorado growers have gained a fairly adequate knowledge of the amounts required, and they have made a fine art out of the growing and marketing of fruit. The Grand Junction peach or the Rocky Ford canteloupe bear testimony to this. The same may be said of the Steamboat Springs strawberry, although it is a comparatively new product.

Mining is a great industry in Colorado. For years the state has held the lead in the production of gold. But the products of Colorado farms, owing to the development of irrigation, are now double the products of the mines in value. Water, therefore, next to the soil, must be regarded as the most important mineral resource of the state.

Out of a total area of 66,000,000 acres, Colorado has 22,000,000 acres of arable land. The rest of the state, including 15,000,000 acres in the national forests, is mountainous and not susceptible to cultivation, although much of it affords good grazing.

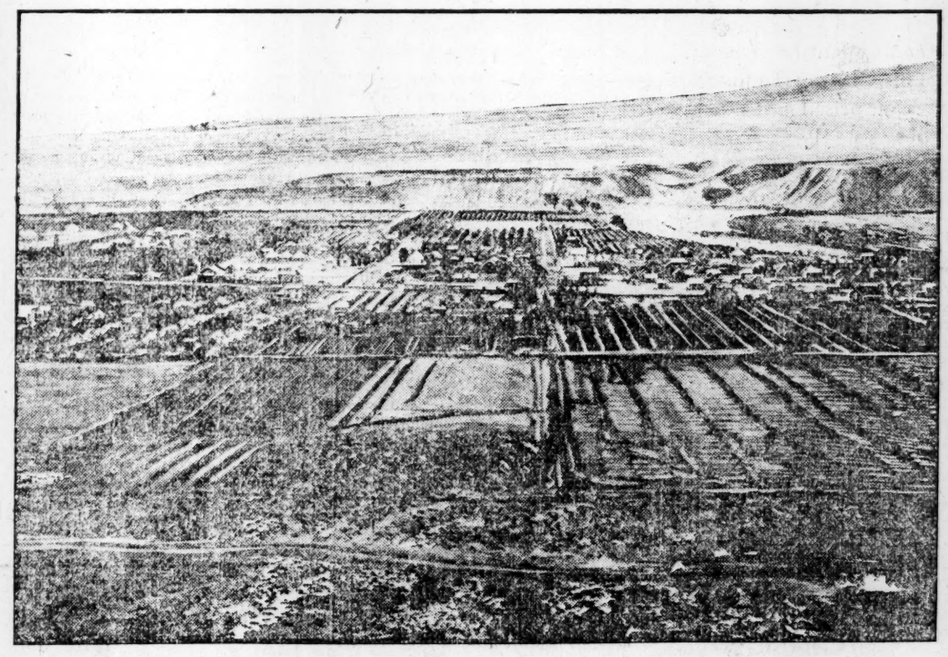
The irrigated area in Colorado is larger than in any other state. Nearly 3,000,000 acres is now "under ditch." By storing flood water, and a complete utilization of the water in the streams, it will be possible to extend this area to 4,500,000 acres. Capital in large amounts has been, and will be, spent in the construction of reservoirs, canals and tunnels.

The United States reclamation service has constructed a tunnel 30,600 feet in length to carry the water of the Gunnison to the valley of the Uncompahgre. A tunnel 12,000 feet in length to bring the water from the Laramie river through the mountains to Weld and Larimer counties has just been completed, and arrangements are in progress for tunneling the continental divide to divert water from the western to the eastern slope. Much other construction on a large scale has been undertaken, and it will all be paid for, several times over, out of the increased value of the land.

Only a beginning has been made in the utilization of the water that is found at various depths beneath the surface; yet the supply is greater than the supply obtainable from the streams, and by pumping, an area equal to that under ditch can be irrigated. The water that falls as rain on that part of the state that cannot be cultivated is double the quantity necessary to irrigate the part that can be cultivated. The problem is to conserve this water and place it where it is needed.

In extending the irrigated area, it is probable that much will be accomplished by greater economy in the use of water, and by the application to irrigated farms of methods that have been developed in farming without irrigation on the semi-arid plains. Taking these facts into consideration, the estimates that have been made of the probable limit of irrigation in Colorado will be seen to be much too low. Probably the greater part of the arable land of the state will eventually be irrigated.

DITCHES AND ORCHARDS NEAR PALISADE, COL.



Fruit growers of the state have made a fine art out of production by use of irrigation. Water is supplied to trees just when needed

CAPITA WEALTH OF SWITZERLAND IS MUCH GREATER

NEW YORK—L'Annuaire Financier gives the taxable wealth of Switzerland as follows:

	Wealth.	Population.	Wealth per capita.
1910	$2,525,000,000	3,500,000	$721
1904	2,242,720,000	3,400,000	660

Average per capita wealth in the 25 cantons range from $1885 in Geneva to $279 in Tessin. This disparity is due mainly to difference in frankness of the tax returns. It is estimated that if the returns were fairly made they would show 20 per cent more wealth in Switzerland. In such case the figures would stand as follows:

	Wealth.	Population.	Wealth per capita.
1910	$3,030,000,000	3,500,000	$866
1904	2,691,265,000	3,400,000	792

These figures exhibit an increment of about 2 per cent per annum compounded, which is nearly the same rate as in Germany.

Compared with larger states we have the following interesting results:

	Wealth.	Wealth per cap.
United States, 1910	$125,000,000,000	$1,359
Great Britain, 1909	88,725,000,000	1,972
France, 1910	85,000,000,000	2,070
Germany, 1909	65,500,000,000	1,000
Switzerland, 1910	3,030,000,000	866
Russia, 1910	60,000,000,000	400
Sweden, 1908	2,197,000,000	402

Switzerland, in wealth per capita, stands high. Population in 1821 was 1,885,229, so that in 90 years' time it has not quite doubled. As a certain correspondence has been observed between the rates at which population and wealth advance, it may be inferred from the slow growth of the former that the latter has not always increased at the 2 per cent rate shown between 1904 and 1910.

AMERICAN BRIDGES IN CHINA

Many of the iron bridges on the Antung-Mukden (China) railway, now nearing completion, are of American make. The rails are Japanese made. This autumn it will be only 18 hours from Mukden to Seoul.

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WORLD'S ANNUAL RUBBER OUTPUT IS INCREASING

NEW YORK—The annual output of rubber available to the commercial world was at latest dates as follows (tons of 2000 pounds):

Brazil, 1910 (including Peru and Venezuela)	42,000
Ceylon 1911 estimate	2,225
Congo and Angola	12,000
Costa Rica	100
East Africa, British	200
East Africa, German	280
French, Indo-China	6,125
Gambia, British	10
Gold Coast, British	1,000
Guiana British, French and Dutch, 1910	1,000
Indian and Burma, British	280
Islands of Borneo, Papua, etc.	50
Liberia, estimated	10
Malaysia (Straits Settlements, etc.)	20,000
Mexico, 1910	14,250
Nigeria, British	700
Nyassaland, British	20
Togoland, German	500
Siam	500
Sierra Leone, British	100
Uganda, British	1000
West Indies and Honduras, British	20
Total	103,000

Of this total America furnishes 57,370, Asia 29,180, and Africa 16,450 tons; proportions that, owing to the increasing areas now being brought under cultivation in Asia and Africa, are likely to be greatly changed in future. This, too, will probably tend to lower the cost and enable the rubber to be used for new purposes. It is being already employed for the paving of court yards, and is proposed for the paving of streets.

The new plantings are estimated by the India Rubber Trades Diary at 776,000; by the India Rubber Journal at 980,000; and by the Gummi-Zeitung of Berlin at 1,310,000 acres, Sir John Anderson, president of the recent London International Rubber Exhibition, adopting the medial figure.

Imports into the five principal manufacting countries amount to upward of 180,000 tons per annum, but as these include transshipments from one country to another, as well as old and scrap rubber, they do not indicate the quantity of rubber produced by or exported from producing countries. It is as well to remember that the statistics of rubber shipments have some of the elasticity of the substance itself.

EXTEND WATERWORKS IN JAPAN

Osaka, Japan, a city of 1,226,590 inhabitants and 278,777 houses, is to extend its waterworks at a cost of $4,660,950, toward which the Japanese government will grant a subsidy of $1,665,000 and the balance will be provided by a foreign loan to the municipality. The water will be taken from the Yodo river. New water works are also to be provided for Kobe at a cost of $4,925,000, taking supply from the Muko river.

BONDED DEBT OF EQUIPMENT ORGANIZATION

Practically Entire Liability of This Class of Industrials Is Comprised of Stock Issues

NEW YORK—Probably no industrial companies are freer from bonded liability than equipment companies. They conduct a business of great magnitude, at reasonably high capitalization, but practically the entire capital liability is stocks.

Five equipment companies, Baldwin Locomotive Works, American Locomotive Works, American Car & Foundry Company, Railway Steel Springs Company and American Steel Foundries, have an aggregate capital of $228,417,800, of which only $34,224,800 is in bonds:

	Stock (com. and pfd.)	Bonds Outstanding
Baldwin Locomotive Works*	$40,000,000	$14,300,000
American Locomotive Works	50,000,000	9,710,500
American Car & Foundry Co.	60,000,000	....
Railway Steel Springs Co.	27,000,000	3,800,000
American Steel Foundries	17,184,000	6,406,300

*The statistics here given refer to the Baldwin Locomotive Works and Standard Steel Works, now merged in one.

Interest charges on bonds of the four companies which have outstanding issues totaled in last year for which returns are available, $2,017,586. In the same periods the four companies had a total gross income of $95,176,277. Surplus amounted to $2,623,859.

Indications point to a considerable advance in activity in the equipment departments of the railroads. As soon as general business conditions display the expected improvement there will probably be a demand for supplies sufficient to keep the companies well employed for several months.

GREAT AREA OF SWAMP LANDS

CHICAGO—In a recent address before the Chicago Commercial Club, Chief Hydrographic Engineer Leighton of the United States, estimated acreage of swamp lands subject to drainage as equivalent to area of Illinois, Indiana and Ohio, and average value of reclaimed swamp land at $50 an acre.

Even at $25 for entire area the swamps would produce more than $1,750,000,000 in land values and support 200 persons per square mile (some coastal lands of the Louisiana delta support 325), or a total population of about 3,500,000 families, with purchasing power exceeding $1,000,000,000. Present average agricultural family's average annual purchases are $325.

NEW CIVIC IDEALS SEEN IN MINNESOTA

(By Ralph W. Wheelock, Secretary to Gov. Adolph O. Eberhart)

ST. PAUL, Minn.—The most notable phase of the year's progress in Minnesota is illustrated by the revival of civic spirit in the cities of the state. On all sides are evidences of new ideals. The movement is not confined to the large centers of population, but may be discerned in the small villages and towns and the same progressive outlook is manifested among the farming population of the state, which is, of course, really the foundation stone of the cities and of the prosperity of the whole.

Perhaps Minneapolis affords the most striking instance of this awakening, although municipal operations are still hampered by a charter that long since outlived its usefulness.

The first step of the year was the creation of a new charter commission at the hands of the district court, made up of the best, most broadly representative citizenship the community affords. This commission has begun the preparation of a new charter to be submitted to the voters at the next general election.

Meanwhile the city authorities in every department of activity are apparently striving to improve conditions and conduct municipal operations on a strictly business basis. There has been a decided improvement in the matter of letting contracts for street lighting, paving, the construction of sewer and water mains, the purchasing of supplies, and the expenditure of the tax payers' money generally.

Investigations by special committees of the city council are largely responsible for this improvement, and while there has been developed little proof of systematic corruption in administering public affairs, a variety of petty graft has been discovered in one or two departments. Publicity and the application of strict business methods have, however, eliminated most of these abuses.

A vast amount of work, involving the expenditure of large sums of money has been directed toward enlarging and improving the park system of the city, with a view to bringing its beauties and its benefits within the reach and the enjoyment of all classes of people. As an adjunct of this work, public playgrounds, both independent of and connected with the school system, are being provided, while a volunteer association of citizens has greatly beautified the residential districts by cultivating both flowers and vegetables in hitherto neglected and unsightly vacant lots.

On the moral side of city life there has been accomplished a great deal of effective work, although in a community so cosmopolitan and rapidly growing the problem is one of increasing difficulty. A beginning has been made to provide democratic clubs for the entertainment and elevation of the working men, giving them the same social advantages enjoyed by those in better circumstances, and there is every reason to believe the experiment will prove both profitable and helpful.

The city authorities are contributing to the general uplifting result by limiting the number of saloons, and as the result of a volunteer referendum vote has closed a dozen or more places in a residential district occupied by the laboring classes. Stricter regulation of public dance halls and other places of amusement is also making a valuable contribution to the general results.

Another encouraging phase of the civic and social situation in Minneapolis is the awakening of the clergy and the church membership to a fuller realization of the practical work to be done in the community, there being a unity of effort among the different denominations and a reaching outward—not downward—to the unchurched masses.

In short, the year just passed in Minnesota can be said to have marked an era of development along broad, right lines that gives glorious promise of still better and more lasting results in the future.

CLOCK HAS 95 FACES

At St. Petersburg there is a clock which has 95 faces. Besides telling the movements of the earth and other planets, it indicates simultaneously the time of day at 30 different places on the surface of the earth.

VIEW OF MINNEAPOLIS POSTOFFICE



In Minneapolis the civic movement noticed all over the state is strongly developed

COAL TRAFFIC PAYS RAILWAYS A GOOD PROFIT

Although Rates Are Low It Is Handled Largely by Machinery—Small Amount of Labor Is Involved

NEW YORK—Coal plays a part in the business of our railroads the importance of which is not always realized by investors. The profit in carrying this commodity is large; for although it is low-grade freight and pays low rates, it is handled so largely by machinery that the amount of labor involved is small; and the railroads are able to move it at a low operating expense.

The net profit made by some of the leading coal roads in its transportation exceeds 0.345 cents per ton per mile, and the average profit realized by all roads in the United States in the handling of this commodity is estimated at 0.235 cents per ton per mile.

	Estimated net profit	% of tot. R. R. net earns.
1909	$222,328,725	26.85%
1908	218,038,142	27.68
1907	227,984,363	25.28
1906	156,805,752	18.47
1905	180,828,851	25.14
1904	172,975,128	25.25
1903	144,810,688	20.90
1902	145,950,562	22.22
1901	133,505,209	22.59

Compilations of the interstate commerce commission indicate that the number of tons of coal carried one mile in 1909 was 95,033,500,000, which at the estimated net profit of 0.235 cents per ton mile indicates that the net earnings derived therefrom were about $222,328,725. That about 26.8 per cent of the net earnings of our railroads from all sources were derived from coal transportation seems almost astonishing until one reflects upon the huge volume of this traffic.

Moreover, the growth of the traffic is highly encouraging. During the past three years about 26.6 per cent of the entire net earning of our railroads have been derived from this source, as compared with 21.9 per cent for the three years ended with 1903. This growth, though its rate may diminish, promises to be permanent, because of the ever-increasing proportion of our population engaged in manufacturing or coal-consuming industries.

Coal traffic, in effect, has converted many railroad stocks of doubtful value into standard investments; and the growth of profits from this source bids fair to continue for many years.

KANSAS TOWN GIVEN PARK

MINNEAPOLIS, Kan.—The city of Minneapolis has received a gift of 12 acres of land from the estate of Mrs. Israel Markley to become a city park.

RATE OF GROWTH IN THE VARIOUS LINES OF TRADE

NEW YORK—How rapid the average rate of growth in various industries and branches of trade can be is shown by the following comparison, giving actual increases of the average five-year period during the past two decades, and also during the 25 years ended with 1890.

Average gains gains of five-year periods:

	Past 20 years.	Previous 25 years.
N. Y. bank clearings	13.88%	15.04%
Tonnage, all railroads	22.94	65.26
Vessel tonnage	24.68	36.88
Manufactures imported	23.65	50.91
Bank deposits, all banks	30.22	44.45
Railroad capitalization	17.38	34.94
Immigration into U. S.	13.88	16.05
Five-year averages	22.28	34.25
Year averages	3.65	5.61

Imported manufactures here include only crude materials for use in manufacturing and manufactures for further use in manufacturing. Vessel tonnage includes tonnage of all vessels in both domestic and foreign trade. In making up these averages periods of temporary reaction were omitted; and therefore these are the average gains for the periods during which growth was in progress.

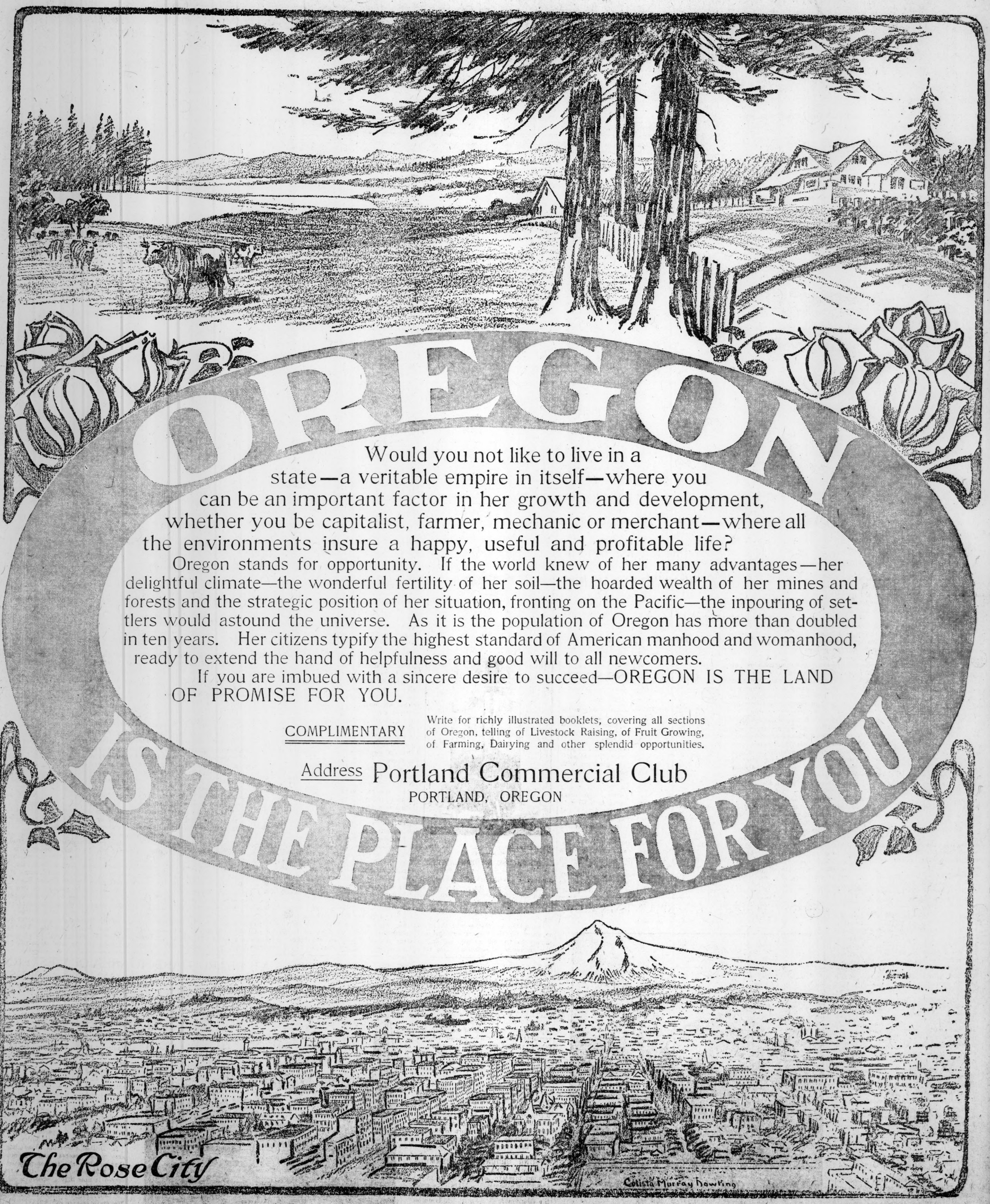
Discouragement is hardly warranted by the fact that our average yearly increase in gross business during the past two decades was only about 3.65 per cent, as compared with 5.61 per cent for period from 1865 to 1890. During this earlier time our railroads and manufacturing industries were in their infancy and therefore showed a rate of growth which could not be maintained in maturity; and this is also true of many other industries.

More significant are the facts that our average yearly growth of 3.65 per cent in these several important branches of business greatly exceeds the rate of increase in population, and that so large a natural expansion enables us in dull times to look with confidence to the future. Both industrially and financially we are still in that period of youth wherein business depressions are relatively short.

PENNSYLVANIA VALUES INCREASE

HARRISBURG, Pa.—The assessed valuation of personal property in the state will run to more than $200,000,000 for the fiscal year ending Nov. 30, according to a tabulation at the auditor general's department of figures so far returned.

This is an increase of more than $67,000,000 over last year, or something more than an average increase of $1,000,000 for each county of the state.



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THE CHRISTIAN SCIENCE MONITOR

Thanksgiving Number — 1911 — Section Five

BOSTON, MASS., WEDNESDAY, NOVEMBER 29, 1911

All Latin America Stirred by Twentieth Century Impulse

JOHN BARRETT, director-general of the Pan-American Union, has written the following article on Latin America in 1911 for the Thanksgiving number of The Christian Science Monitor. At different times, Mr. Barrett has been minister from the United States to Argentina, Colombia and Panama. The government has sent him on frequent diplomatic missions to the sister republics. He has been director-general of the Pan-American Union since 1906. During the St. Louis exposition Mr. Barrett was the commissioner-general of foreign affairs. At one time he was American minister to Siam. In addition to his complete knowledge of Latin America, he is considered an authority on conditions in the east.

THERE never was a time in the history of the relations of the United States with its 20 sister republics when it more behooved the people of this country to study carefully the progress and possibilities of the republics to the south of us. The approaching completion of the Panama canal makes it mandatory that the government and people of the United States should prepare for that great waterway. It is high time that they should begin to get ready for it, especially in the direction of studying thoroughly the countries of the west coast of South and Central America. As great as is the canal project, and as much attention as we give to its mighty constructive features, we still are far behind the majority of European countries, and even Japan in the Orient, in realizing the new conditions of commerce, trade and influence which will develop in a few years following the completion of the canal. We have, in other words, been so proud of the vast engineering achievement that we have given little study to what shall be our commercial and shipping attainment after it is done.

All of Latin America, from Mexico and Cuba south to Argentina and Chile, constitutes a wonderland of wealth and opportunity. These 20 countries, lusty, ambitious and resourceful, many of them with a historical record of which they may be proud, and nearly all of them entering upon a new period of prosperity, invite not only our attention but our intimate study supplemented by personal travel. There is not one Latin American republic from the Caribbean south to the strait of Magellan that is not at the present moment feeling the impulse of a new life which means much for the future of that section of the Western Hemisphere. True, some countries are going ahead much faster than others, but it is only a question of time when the onward movement of all will astonish the world.

If only a small percentage of the travel of the United States, which seeks Europe simply to be amused and not for any particular educational purpose, could be diverted to the countries, cities and sights of Latin America, a cry of appreciation would go up from the mouths of the returning travelers which would cause every passenger steamer for the next 10 years to be crowded to its limit. As it is, the number of Americans visiting South America is increasing with notable rapidity, largely as a result of the efforts of the Pan-American Union to awaken the interest of the traveling public in the southern countries.

Good Lines of Steamers

In the discussion of travel it is well to correct a false impression prevailing throughout the United States, and that is that there are few, if any, good steamers running directly from the principal ports of the United States to those of South America. There has been so much improvement of late that now the average traveler can get at least once a month, and sometimes more frequently, large and comfortable passenger steamers from New York city to Rio de Janeiro, Montevideo and Buenos Aires on the east coast of South America.

The vessels running, moreover, from New York and New Orleans to the ports of the gulf of Mexico and the Caribbean sea, including Panama, are nearly all that could be desired for comfort and they run with frequency. The average boats from Panama south along the west coast of South America as far as Valparaiso are fair, while some of them are excellent. No one, in short, need hereafter go via Europe to South America, unless he wishes to include Europe in his journey.

Fewer Revolutions

There is another misleading and yet popular idea about Latin America which should be corrected. It is too generally believed that the Central and South American republics are lands of revolution, and therefore not only unsafe for capital and commerce, but for travelers and students of conditions and progress. Those who are in touch with all Latin America and who have watched closely its history during the last two or three decades can state authoritatively that the day of revolutions is rapidly passing and that the greater portion of the area and population of Latin America has known no serious revolution for more than 10 years. Those which have taken place have probably been steps forward toward a status of permanent peace.

The filling up of the interior of the Central and South American countries, the building of railroads, the investment of foreign capital, the construction of highways, the extension of schools, the increase of exchange of trade with other countries, and the cementing of closer ties of friendship and trade with all the world, have been potent influences in doing away with revolutions and civil strife. Not long ago a great German financial publication announced that the average European investor considered Latin America to be as safe a field of investment as the United States. Already over $2,000,000,000 of European capital are invested in the principal countries of South America, and more money from the United States is going down there every day.

A few general facts about our sister republics open the eyes of those who do not study them carefully, for I am not preparing this article for those who know all about Central and South America. It is intended for those who have not been, but should be, interested, and those who have not realized heretofore the importance of the Pan-American movement, of which the Pan-American Union is the tangible organization. Reference to the Pan-American Union causes me to defer for a moment the facts just mentioned and to describe in a brief word the exact organization of that institution, of which so many persons have only a vague idea.



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JOHN BARRETT

I wish to congratulate the editors of The Christian Science Monitor upon the attention they are giving to Pan-American affairs and the efforts they are making to awaken the American people to a true appreciation of our sister republics. This article is only a passing glance at the mighty field lying south of the United States, but I hope that it may awaken some interest among those not generally aware of the progress and potentialities of our sister American republics.

John Barrett

Pan-American Union

The Pan-American Union is an international organization with headquarters in Washington, maintained by the 21 American republics, including the United States, and controlled by a governing board composed of the diplomatic representatives in Washington of the 20 Latin American countries and the secretary of state of the United States who is chairman ex-officio of the board. The administration of the union is directed by an executive officer, known as the director general. Aiding him is an assistant director, and they in turn have under their direction a staff of expert statisticians, compilers, trade authorities, translators, editors, librarians, stenographers and clerks. The work of the union is largely that of the development of commerce, friendly intercourse, and better acquaintance among all the American republics. To accomplish this purpose, it publishes a monthly bulletin in attractive magazine form descriptive of the American nations and their progress, for which there is even a greater demand from all parts of the world than can be supplied. The union possesses a library of 20,000 volumes, called the Columbus Memorial library, which has probably the best collection in the world of up-to-date information regarding the American republics.

Upon the reading room tables of the union can be found all the leading newspapers, official and private publications of those countries. In its correspondence division it is in touch with manufacturers, exporters and importers, travelers, students, newspaper and special writers, lecturers, college professors, and officials, answering a remarkable variety of questions and spreading valuable information broadcast over the world. The union also publishes through the year numerous pamphlets and reports upon the commercial, material and governmental developments of all the American nations. It is housed in a building which a great French architect has described as being the most perfect combination of beauty and utility of any official structure in the United States. It was erected at a cost of nearly $1,000,000, of which Andrew Carnegie contributed $750,000, and the American republics $250,000. If this description of the Pan-American union arouses special interest among the constituency of The Christian Science Monitor, further data can be obtained by addressing the director general at Washington.

Now for the facts—the remarkable facts which I have barely introduced. The 20 Latin American republics occupy an area of 9,000,000 square miles, or nearly three times the connected area of the United States. They support a population of 70,000,000 human beings, or seven ninths of the population of the United States proper. They conduct an annual foreign trade, that is, they buy and sell with the rest of the world products valued at a splendid total in excess of $2,000,000,000, which in turn is equal in amount to nearly two-thirds of the total foreign trade of the United States. The constitution of each one of these 20 republics is framed largely upon the constitution of the United States. Their great soldier-statesmen, who won the independence of most of these countries from Spain, gained their inspiration for the struggle and achievement from the example of George Washington.

Brazil's Great Area

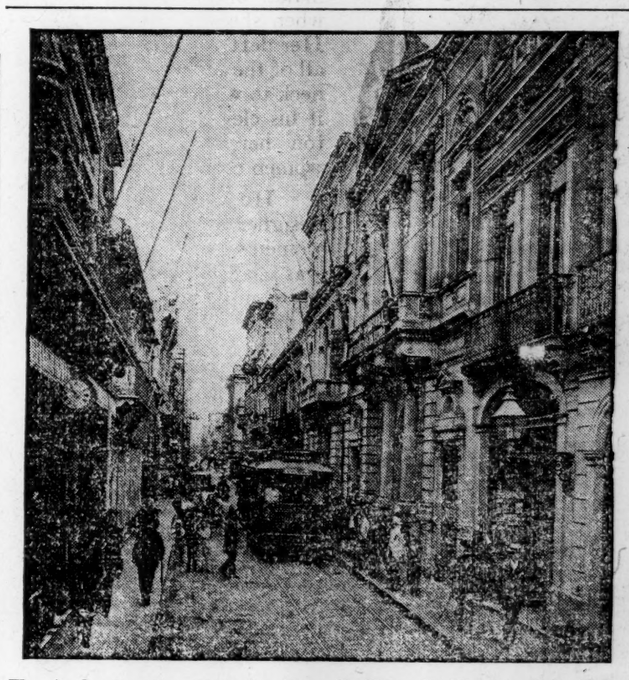
Some specific facts supplementing these general ones are interesting. Brazil, the largest country of Latin America, could hold all of the connected area of the United States and still have room left for the greater portion of the German empire! Out of the Amazon river flows every morning four or five times the volume of water that the Mississippi empties into the Gulf of Mexico. The Mississippi is navigable for only a very short distance from its mouth for large sea-going vessels. The greatest ships that sail the seas could go up the Amazon a thousand miles, while those of the size that go only to New Orleans on the Mississippi could proceed another 1000 miles up the Amazon, even to the foothills of the Andes. Rio de Janeiro, the capital of Brazil, has a population of nearly 1,000,000, and has the most picturesque location of any city of the western hemisphere. San Paulo, the mountain city, or Denver of Brazil, has a population of 300,000.

The Argentine Republic, located in the southern temperate zone, extends over a greater area than all that section of the United States east of the Mississippi river. It is gridironed with a remarkable system of railways reaching from Bolivia on the north nearly 2000 miles south into what was once known as "Patagonia." Its capital, Buenos Aires, has a population of 1,300,000, and is growing faster than any other city of the western hemisphere, with the exception of New York and Chicago. It is famous for its public buildings, its clubs, its parks and its docks. One of its newspapers is said to possess the finest publishing plant of any paper in the world. Its Jockey Club has the most magnificent club structure of either the old or new world. Last year Argentina, with only 7,000,000 inhabitants, conducted a foreign trade valued in excess of $700,000,000, which is larger than the foreign commerce of Japan with 50,000,000 people, or China with 300,000,000!

Uruguay, lying between Brazil and Argentina, is small in area, but prosperous and progressive. It is sometimes called "the Netherlands of South America." Its capital city, Montevideo, has a population in excess of 400,000. Although Paraguay, lying also between Brazil and Argentina, but far back in the interior, is small in extent, it possesses exceptional agricultural possibilities.

Ambitious Chile

Across the Andes on the Pacific slope is ambitious Chile, which proudly boasts of a coast line of 2500 miles, reaching from Tierra del Fuego north to Peru. Its capital, Santiago, is sometimes described as "the Paris of the Andes," and has a population of 400,000. Chile is building an extensive system of railroads, and is constructing at Valparaiso at a cost of $15,000,000 the finest artificial harbor on the Pacific ocean. Bolivia, lying slightly in the interior, northeast of Chile, covers an area twice that of the state of Texas, and is noted for its mineral resources. It also is building numerous railways and opening up its interior to the rest of the world. La Paz, its capital, is an interesting city, located 12,000 feet above the sea, and not far from Lake Titicaca, the highest navigated body of fresh water in the world. North of Bolivia and Chile is Peru, with a coast line of many hundred miles on the Pacific ocean, and covering an area equal to that of the whole Atlantic coast from Maine to Florida. Lima, its capital, is a beautiful city of great historic interest. It possesses a university of renown which was 100 years old before Harvard was founded.



Typical street scene in Brazil, Rua S. Bento, San Pauto

Ecuador, also on the Pacific north of Peru, would hold all of New England and New York, and is entering on a period of new prosperity. Its capital city, Quito, which is 10,000 feet above the sea on the Andean plateau, is reached by a wonderful railway from Guayaquil, built by an American. Colombia, the only South American country bordering on both the Pacific and the Atlantic, could hold the greater portion of both Germany and France. It possesses a variety of agricultural, mineral and timber resources which must bring it increased wealth and population in the near future. Its capital, Bogota, is located 700 miles in the interior and 9000 feet above the sea, but it has a population of 150,000 and a large element of highly cultivated and educated men and women. Venezuela, adjoining Colombia and bordering on the Caribbean sea, has nearly the same area, a large portion of which is taken up with the famous valley of the Orinoco. Caracas, its capital, is often described as "the Paris of northern South America," and is easily reached by travelers who make the southern cruises to the Caribbean. It is a land of varied and rich resources awaiting foreign capital for development.

North of Panama

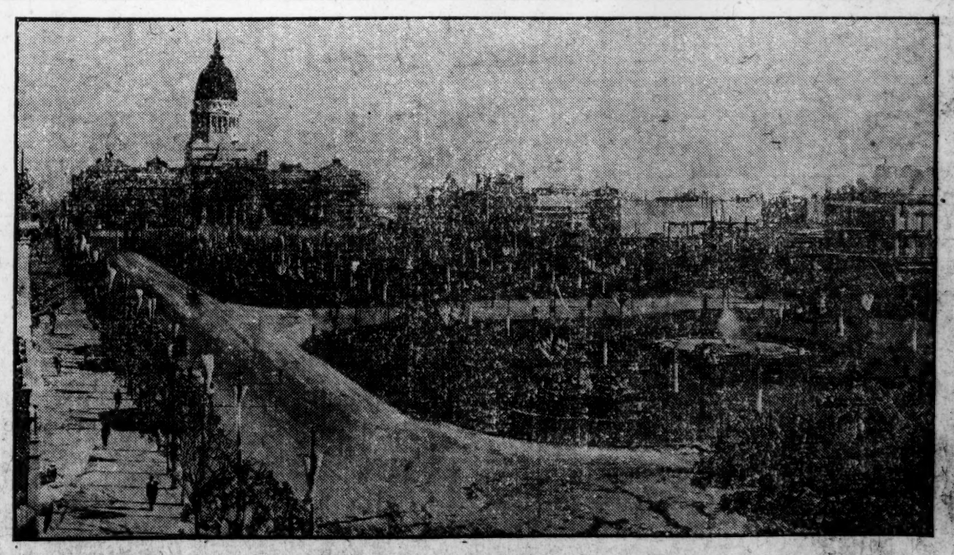
The limits of this article do not permit of justice being done to the countries of Latin America located from Panama north, but a word can be said of them in passing. Panama itself has other claims on public attention than that of being the site of the great canal. It has agricultural possibilities which are becoming better known, and the hard woods of its forests will be needed in the United States and other countries. The five Central American countries of Costa Rica, Nicaragua, Honduras, El Salvador and Guatemala are most interesting and worthy of study and travel. Costa Rica, Guatemala and Salvador are good illustrations of the progress which can be made under peaceful administration, while Nicaragua and Honduras only await permanent settled conditions to advance rapidly.

Mexico is so well known and so much has been written about it of late that it is not necessary to make further reference here than to state that the people of the United States and all the world should be most patient with that country in its present crisis. It is now going through a process of evolution rather than revolution, which is sure to make it more prosperous and stronger and more respected among the nations of the world than ever before. Mexico City, its capital, is rapidly being made one of the beautiful cities of the western hemisphere, and should be visited by those travelers from the United States who have not time for a more extended journey to other Latin American capitals.

Cuba, Haiti and the Dominican Republic, the three island nations of Latin America, are every day being appreciated more and more by the people and investors of the United States and Europe. In our attitude toward Cuba there is need of patience and confidence, for she is sure eventually to work out her problems successfully, just as have the United States and other countries. Haiti and the Dominican Republic possess exceptional natural resources and agricultural possibilities, as is shown by the foreign capital which is now going into them.



Oroya railroad in Peru, highest in world, uses oil fuel



New national capitol of Argentina at Buenos Aires and the Plaza del Congreso

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BALTIMORE TO DOUBLE ITS WATER SUPPLY AT A COST OF $5,000,000

Plans Prepared Call for Immense Dam Across Gunpowder River and Storage Lake Seven Miles Long

BALTIMORE—To double Baltimore's water supply plans have been drawn for an immense dam across Gunpowder river, one of the city's water sources at present, wiping out an entire mill village with a large cotton duck manufactory, two other small settlements, and flooding an area of about 2000 acres.

This great impounding reservoir, which will cost $5,000,000 or more, will hold about 21,000,000,000 gallons of water and assures Baltimore a dependable water supply in the dryest seasons of about 135,000,000 gallons a day.

The water that is to be impounded behind the dam will make a lake about seven miles long and two miles wide at its widest point. In order to construct and properly protect this lake about 2500 acres of land will have to be bought and cleared of buildings, trees and fences.

The city will have to construct about 10 miles of roads and three large new bridges to replace those that will be flooded by the reservoir.

While many people will be temporarily inconvenienced and deprived of their homes, they will be reimbursed by the city, and the great benefits that will accrue to the hundreds of thousands now living in the metropolis of Maryland and to the hundreds of thousands more who are yet to live there will more than compensate for any such temporary inconvenience or deprivation that may be caused a few hundred persons in Gunpowder valley.

For about 70 years, or up to late in the 70s, the city of Baltimore depended entirely for its public water supply upon a small stream known as Jones falls, which flows through the center of the city from north to south and discharges into the harbor.

In 1874 the city had a water shortage and it was decided to develop a supply from Gunpowder river, a large stream rising near the state line between Maryland and Pennsylvania and flowing southeast to Chesapeake bay. At a point about seven miles from the city, above which the river has a drainage area of about 308 square miles, a dam 556 feet long and 30 feet high having a spillway 300 feet long, was constructed.

Behind this dam was formed a lake with a capacity of about 510,000,000 gallons, winding its way up a most picturesque valley enclosed on both sides by steep and rugged hills; with roadways along its banks having nine white marble bridges spanning as many small streams discharging into it; and lined with hedges, beautiful pine trees of every variety, and rocky slopes covered with ivy.

This work was completed in the fall of 1881, and water from the Gunpowder river was then turned into the city mains for the first time, with elaborate ceremonies which were made the more memorable by the fact that Baltimore was then celebrating its one hundred fiftieth anniversary.

The average daily flow of the early Gunpowder river development was more than 280,000,000 gallons. As the average daily need of the city was then only about 18,000,000 or 20,000,000 gallons, it was not at all surprising that the orators of that day should proudly proclaim that with the additional supply thus provided The city would have enough water to meet all the requirements of a population of 1,000,000 or more.

The water in both sources of supply, Jones falls and the Gunpowder river, is always muddy after every heavy rain and remains so for several days. At such times the current is allowed to run by the dams as quickly as possible, the supply gates to the city are closed, and the water is taken from the clear water reservoirs. With two new receiving reservoirs, Lakes Montibello and Clifton, the city had a total clear water storage capacity of about 1,350,000,000 gallons. With a daily demand of only 18,000,000 or 20,000,000 gallons what wonder that the possibility of having to drink muddy water looked remote in those days.

Yet, in the fall of 1900, with a demand that had then reached a maximum of about 75,000,000 gallons a day, during a period of drouth, the flow of Gunpowder river was less than that amount for about two months. Since then there has not only been another period of deficient stream flow of even longer duration, but there has also been a period of successive muddy stream flows so close together and so long continued that the clear water storage capacity was exhausted and the city had to take muddy water.

Now that it has become necessary to store a greater proportion of the water that passes over the Gunpowder river dam in wet seasons, it is fortunate that nature has provided in the deep and narrow rocky gorge where the present impounding reservoir is, and in the great sparsely settled valley above, every requisite for building a dam and storing scores of billions of gallons of water at only a fraction of the cost of similar impounding reservoirs and dams elsewhere.

While it is possible to raise a dam there about 180 feet high, that would impound over 160,000,000,000 gallons of water, the city proposes to construct the dam at present only to a height of about 97 feet, which will allow water to be supplied in the city from it at the same elevation as it is now supplied from Jones falls, a source of supply which is to be abandoned because the water is not the best and because the flow is insignificant in dry seasons.

Water is to be taken from the new impounding reservoir through a conduit and the present 12-foot tunnel to a filter plant to be built on high ground in the northeastern corner of the city. There it is to be clarified and purified and then sent to the distribution system through new large conduits and mains.

The new dam is to have an extreme height of about 110 feet from bed rock up to the level of the footway across its top, an extreme length of about 670 feet, and an extreme width at its base of about 85 feet. In the center is to be a spillway about 290 feet long, over which the excess water will fall into the present impounding reservoir below. Over the spillway will be a bridge of five spans in each of which will be an immense steel movable gate about three feet high and 50 feet long, so arranged that it can be kept raised out of sight under the bridge floor or can be lowered to set on the spillway crest. These gates are to be kept lowered in dry seasons so as to have the greatest possible amount of water that can be impounded to supplement the stream flow in dry seasons without encroaching on valuable railroad and other private property at the upper end of the impounding reservoir.

The gates are to be raised during heavy storms to allow the flood flow to pass off without damaging those properties. They will be balanced by counterweights moving in wells in the bridge piers and will be geared so that they can be operated by hand or by electric motor from the bridge floor.

A massive gate house will be built at one end of the dam in which will be, in addition to the necessary screens and gates and other customary provisions, turbines to utilize the head that will be available for many years in delivering water to the lower elevation of the filter plant for the generating of electricity to operate the spillway gates and light the buildings and roads that will be constructed in connection with the work.

As the new dam is to be built across the bed of the reservoir now in use and above the present dam which will have to be kept in service to supply the city until the new work is practically completed, large openings will be left in the central portion of the new structure until water can be drawn through the new gate house and conduit.

The dam and gate house will be constructed entirely of concrete. Parapet walls crowned with electric lights at intervals will be constructed on the top of the dam and it will have other architectural features that will make it very ornamental.

Features of Baltimore's Water Supply Development

GREAT dam across Gunpowder river will impound a lake covering more than 2000 acres and doubling the city's present water supply.

Cost will be $5,000,000 or more.

Work will wipe out of existence one mill village with a large cotton duck manufacturing plant and other small settlements.

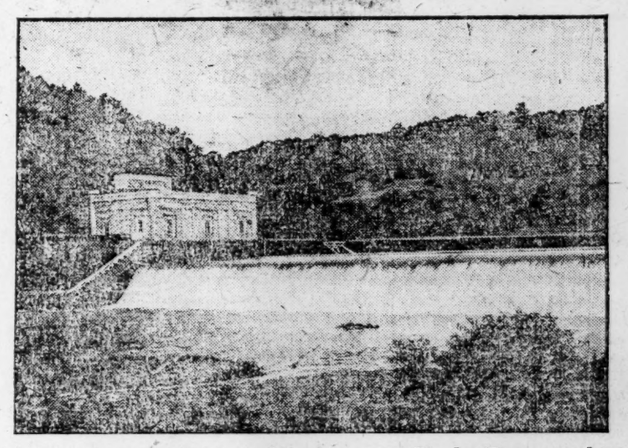
City will construct 10 miles of roads and three bridges to replace those flooded by the new reservoir.

Parapet walls crowned with electric lights on top of the dam will make an ornamental structure.

Clarifying plant will also be a part of the development.

Ten Miles of Roads and Three Bridges Will Be Constructed by City to Replace Those Covered by Reservoir

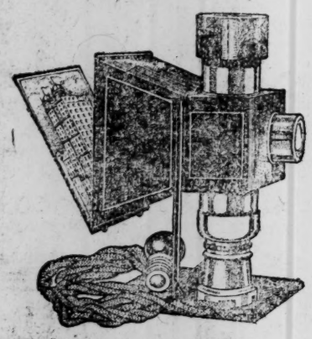
WHERE BALTIMORE GETS ITS WATER



Present dam on Gunpowder river at Loch Raven, above which new reservoir will be located

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GYPSIES UTILIZE SIGN LANGUAGE

To communicate with one another, gypsies now use letters, and they use the telegraph, too, when necessary—especially in this country. But the modern Romany also follows the "pattaran," tracing the footsteps, or wagon tracks of his friends on the road by the same method employed by his ancient prototype, reading directions where no words are written as clearly as the gorgio does a roadside signboard, says a writer in the Century Magazine.

But the pattaran can be read by the gypsy only—it is hidden and secret, although it may be in plain sight, as a signboard is open and public. The pattaran may be formed of sticks or stones or grass, placed cross fashion at the parting of roads in such manner that only a gypsy would instantly notice and understand. To him it means much; first of all, the direction taken by Romany predecessors.

SWISS SUBWAYS UNDER THE ALPS

Little Switzerland is completing her fifth subway under the Alps, says the New York World. She has now 50 miles of such subways, not counting surface and elevated extensions. As the surface is often a mile or more above the bore she hasn't been able to use the cut-and-cover method of construction or to let the work in many sections. Each of her subways has two sections and no more. New York might well emulate the energy of little Switzerland, which gets subways dug through mountain chains on comparatively short l

NEBRASKA'S FARMING SCHOOL IS HELPING TO PUT STATE FORWARD

Experiment Station at Lincoln Cultivates 320 Acres and Has More Than 600 Students Enrolled

PART OF UNIVERSITY

LINCOLN, Neb.—Nebraska has the distinction of being the one entirely agricultural state in the Union. It has no other natural resource except its rich soil. Unlike its sister states of Iowa, Kansas, Missouri, the Dakotas, Nebraska has no coal deposits of any extent, no gold nor iron, no oil wells. Beyond a good supply of stone in some parts of the state, Nebraska has nothing to exchange with the world except what it can produce from the soil.

In the past this limitation of resources was considered a serious handicap. With the general revival of interest in agriculture, and the intensely interesting application of scientific principles to its study and practise, there is less thought about the limitation, more faith in the opportunity.

How is Nebraska living up to this opportunity? It is a conservative state, and has indeed been behind some other states in realizing the need of agricultural education. But for the last 10 years it has been in deep earnest about its greatest industry, and has made a good showing. It is significant of the understanding of the state's needs that now exist among all classes of its people that a newspaper man recently asked by eastern visitors, "What is the biggest thing in Nebraska?" directed them to the Nebraska experiment station at Lincoln.

Here, upon 320 acres of fine farm land at the edge of the city, are carried on various experiments designed to improve the crops, the stock, the conditions of farm life; and here also are gathered between 600 and 700 students, enrolled in the university courses in agriculture and home economics, and in the secondary school of agriculture.

One of the changes that has taken place in Nebraska in the last 20 years is the great increase in the wheat production. The early farmers tried spring wheat, and failed. Now spring wheat is raised only in the northern part of the state, and winter wheat has fairly displaced king corn in some regions. Since 1895 the acreage of wheat has been doubled and the production trebled, until now Nebraska has an annual wheat crop of from 40,000,000 to 45,000,000 bushels. It not only furnishes its own bread and cakes and biscuit, but has an immense surplus that goes to feed the world. The station has encouraged this development. Also, by experiments extending through eight or nine years it has produced an improved strain of Turkey Red wheat, which yields 20 per cent more per acre than the common varieties. And it has introduced in the state the hardy Kherson oats, and in every possible way urged the growing of alfalfa, and the rotation of crops. The time was when the traveler would see almost nothing but corn, where now he sees wheat, oats and alfalfa.

In other lines the experiments have been of the greatest value. A few years ago Nebraska awoke to find itself famous because the big steer "Challenger," entered at the international live stock show at Chicago, had won the grand championship. This success of the experiments in feeding gave a decided impetus to that branch of farm work throughout the state, and the similar but less startling victories of later years have been constant proof of the advantage of the study of feeding. It is shown that the use of a balanced ration of corn and alfalfa produces beef and pork at a saving over other feeds of as high as 25 per cent. Animal husbandry thus puts in a good word for alfalfa, and has induced a large increase in the acreage of that crop, which may be called agriculture's "double header." It directly fertilizes the soil it grows in, and encourages the keeping of stock, another necessary product of a farm that rejuvenates its soil.

The educational part of this agricultural work is carried on by means of the station bulletins, by correspondence, by the college courses in agriculture, the university extension department and the secondary school of agriculture. The extension department has charge of the farmers institutes, the one-week institutes or short courses and the boys' and girls' clubs of the state. Who can prophesy as to the results of this last named branch of the work, which organizes the boys and girls of the country districts into clubs with the object of stimulating interest in the farm and the farm home? There are corn-raising contests, potato contests, and so on, for the boys, and for the girls there are tests of proficiency in sewing and cooking. These young people receive careful direction and criticism from the teachers in charge.

But Nebraska's chief attempt to keep the boys and girls on the farms is its school of agriculture. The course has recently been extended from three to four years, the school year lasting only six months, from November to May. Public school students are admitted from the eighth grade or above. Probably the majority of these students, who are coming in greater numbers every year from all parts of the state, would receive no further education than the country school afforded them were it not for the attraction of the big school at Lincoln. They might stay at home, more or less dissatisfied, or they might be led away into other pursuits.

The school of agriculture takes them at this decisive period, and makes enthusiastic farmers of them. Officials of the school are proud of the fact that over 90 per cent of the graduates return immediately to the farm. Others spend a few years in college, without being led away from their first interest. The success of this plan intimates that perhaps the best way to keep the boys on the farm is not to keep them, but to send them away to an environment and a course of training that shall make the business of farming the most interesting thing in the world to them.

Older schools of the same type exist in a few states and Oklahoma has six new ones. The Nebraska institution is still young—the first graduating class of one student going out in 1901. The graduating class of 1911 was composed of 70 members and at the opening of the school this fall the registration was about 400. This is a small attendance, with Minnesota's enrolment of 1300 in 1910-11, but the 10 years just past have in reality been the pioneer years of the whole movement for better agriculture in Nebraska.

Proof that the school teaches a lad to be a good farmer is hardly available yet, and some classes of foreign born citizens require very definite, concrete proof. Evidence, however, is not lacking that the school has already paid for itself in the improvement its students and graduates have brought about.

WHERE NEBRASKA TEACHES FARMING



Showing drives and flower gardens — Agricultural hall in left foreground

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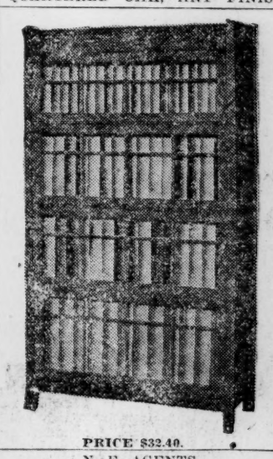
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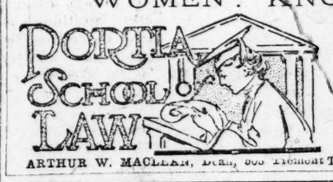
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ALASKA LIVING ON HOPES

From the Point of View of a Resident of the Interior

By FREDERICK HEILIG, Editor Fairbanks Times

FAIRBANKS, Alaska—There is an infinite depth of poetic inspiration in Alaska, with its balmy summer nights and gorgeous, sustained sunsets; with the wildfire of the spectral aurora upon the winter blanket of snow, and the vast unknown wilderness, the land of nowhere, the unchallenged domain of innumerable moose and caribou and bear. There is an indefinable fascination about the Northland that takes hold upon the emotional part of every person who sets foot upon the soil of Alaska, even if only for a brief period. Once in Alaska there is always the desire to return to Alaska.

But the dreams of the present-day Alaskans are dreams of material things. Romance is limited to visions of material riches under the hills, or strewn along the channel of some ancient water course, now buried deep beneath the valley surface. The Alaskan is still in the age of the gun and the pick—the gun wherewith to provide meat for his table and robes for his bed, and the pick to pry a passageway to the treasures which nature during myriad years has been covering ever deeper. There are towns and villages, to be sure, built and inhabited by a cosmopolitan people, and provided with most of the comforts and the luxuries of the great outside; but Alaska is still a frontier—the last frontier of America.

The new Alaska is barely more than a decade old. There was Southeastern Alaska before that time, a bit of coast, and Sitka; but they are so close to the outside as to be almost a part of the states. The big interior was unmapped in 1898. Population came with a rush in 1900—a stampede of prospectors and fortune-hunters to the gold-mixed sands of the beach at Nome. Then followed the stampede to Fairbanks, in the heart of the inland empire, and within two years 15,000 energetic workers were hauling up $10,000,000 a year from beneath the creek beds and adding it to the golden wealth of the world. Other camps have been built throughout the territory since then, and towns have grown up along the south coast, until the map of Alaska is now fairly well covered with dots. Yet the census for 1910 shows that Alaska gained only 764 in population during the 10 active years of her life.

During these same 10 years great changes have taken place in the United States proper. New ideas of the duties of the federal government as trustee of the public domain have been conceived and the government has been struggling to adjust its machinery to the new ideas. The liberal policies of the government which built up the advancing frontier of the nation from the beginning were questioned. The growth of great corporations, the tendency toward monopoly, the spectacle of great areas of public resources gravitating into the hands of combinations and syndicates, caused the administrators of the business of the nation to pause. The change of policy caught Alaska squarely in the middle. Alaska had a larger population in the mid-census season than she has today.

That is why, when an Alaskan is asked what has been done in the territory during the past year, he must stop to consider. There has been no accomplishment to report—nothing beyond the routine of an annual production of gold, fish and furs. There have been movements of population from one camp to another, from Fairbanks to the Iditarod, and, later in the season, from all parts of interior Alaska to the new camp of Ruby City on the Yukon river; but the permanency of these developments remains problematic. There has been progress in agriculture; more homesteads have been taken up, and the agricultural production has been greater. The condition of the native Indians has also shown improvement, thanks to the patient efforts of practical missionaries. But few Alaskans stop to count what has been done during the year.

Everybody in Alaska is looking toward the future—hoping and waiting. Alaskans are strong on hoping; optimism is a natural trait of the pioneer and the prospector. But he is impatient when it comes to waiting. He wants action. That is why, if you were to ask an Alaskan what he considers the most significant event of the year, the event that carries with it more of promise for the g l of Alaska than any other one thing, he will answer you in a way that may sound puzzling. He will probably tell you that at the present time he expects more good from the recent visit of Secretary Fisher to Alaska than from anything else. It is all a promise, but Alaskans seem to have great confidence in Secretary Fisher, and perhaps expect more of him than his office will ever permit him to perform. For Secretary Fisher has promised to take prompt measures to cure the disability from which Alaska suffers because of the change in the land policy of the federal government.

Alaska has reached a stage of transition. The bonanza placer riches have been gouged out. The mineral resources that remain are lower in value, or must be wrung from nature by enterprises larger and costlier than the outfits of individual mining operators, or must await lower costs of operation. The keynote of the resumption of advancement in the material progress and prosperity of Alaska is transportation—and capital, which goes hand in hand with transportation. Cheaper transportation started to come into Alaska from the south coast in the form of railways to the navigable waters of the interior, and capital started to invest in property along the lines of the railways; but suddenly the coal lands were withdrawn from entry, and the fuel supply upon which the railways were depending was cut off.

Much agitation has undoubtedly kept capital out of Alaska, just as the locking up of the coal put an end to railway building. But the empire-builders in Alaska have visions of at least 2000 miles of rail in the near future. It is proposed to build a trunk line the length of the territory from east to west, from the port of Haines in southeastern Alaska, along the length of the Tanana and the Yukon rivers to Nome, on Bering sea, a distance of approximately 1000 miles. From the port of Cordova on the eastern side of the south coast, the Copper River & Northwestern railway, which now penetrates 200 miles into the interior and which is in a position to tap the eastern coal fields, will be continued to the grand east-and-west trunk line. From the port of Seward on the western side of the south coast the Alaska Northern railway, which now penetrates 70 miles into the interior, and which is in position to tap the western coal fields, will be continued around by the east side of Mt. McKinley and through the mountain pass to the Grand Trunk line. This latter road would pass through the coal fields of the Tanana, 50 miles out of Fairbanks, which are five times the combined area of the much-talked-of Bering river and Matanuska coal fields combined.

To construct these roads, the Alaskans depend upon the assistance of the federal government. It is proposed to secure assistance of the same kind the government gave to the Philippine islands in the construction of their railways. That is, the government will be asked to guarantee the payment of interest on the construction bonds, taking liens on the roads, or entering into an agreement with the roadbuilders for an equal division of the profits between the builders and the territory. President Taft has recommended government assistance for the construction of railways in Alaska, and in fact they could not be built without government aid; because the population is too sparse at the present time to make a railway pay, and besides the government has effectually discouraged the investors who have already ventured upon Alaska enterprises.

However, the railways are not regarded as sufficient. Transportation does not end at the track-side or at the dock. Alaska today is settled only along the borders of the rivers and along the tidewater. To cover the entire territory with mines and farms and villages requires a system of good wagon roads. The people of Alaska have united upon a plan for good roads, and this winter will ask Congress for an annual appropriation of $1,000,000 for five years for the construction, improvement and maintenance of roads. That is not much when you consider that Alaska has an area of 590,884 square miles, and measures 800 miles one way and 1100 miles the other. It will save much money for Alaska miners, because today as much as one-half the total output of the gold mines of interior Alaska is eaten up in transportation charges. The transportation burden of every white man, woman and child in inland Alaska is $350 annually.

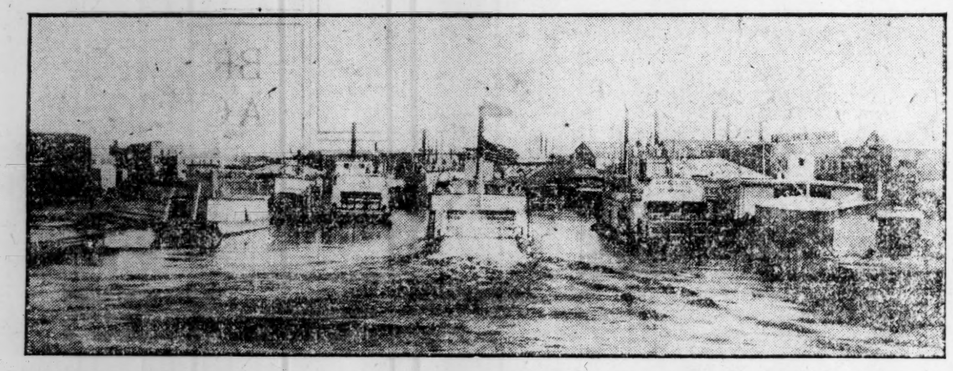
Upon cheaper and better transportation depends the improvement in the habitability of Alaska. Contrary to general opinion on the outside, Alaska has one of the most desirable climates in the world. The Tanana valley, in the heart of the territory, contains millions of acres of fertile agricultural land which will be made accessible by a system of railways and wagon roads. Under present conditions, it requires from two to four weeks, depending upon the season of the year, to travel from this interior to the state of Washington.

Thus we have a splendid climate, fertile soil, rich mineral resources, but difficult roads within the country and remote connection with the outside. The result is, few persons in the interior have come to the point of deciding to spend the rest of their days in Alaska, or of undertaking permanent improvements toward that end. They are out of the world. The Fairbanks Times bears at its masthead the slogan: "Eight days to the states." That seems a modest demand. But if it is obtained, it will mean not only the opening up of many rich natural resources that are today untouched because of inaccessibility, but it will mean a growing and permanent population in inland Alaska.

It may not be understood by some persons why Alaska is always rushing to Congress whenever anything is wanted. It is because Congress is the only Legislature Alaska has. Alaska depends upon Congress for everything—and upon the influence of the secretary of the interior.

That is why the recent visit of Secretary Fisher to southern Alaska is regarded by many Alaskans as a momentous occasion. If Secretary Fisher succeeds in a solution of the Alaska land questions and in providing an Alaska program upon which prospective investors may safely depend, the people of Alaska may be able to make a report of more tangible achievement by the dawn of another Thanksgiving day.

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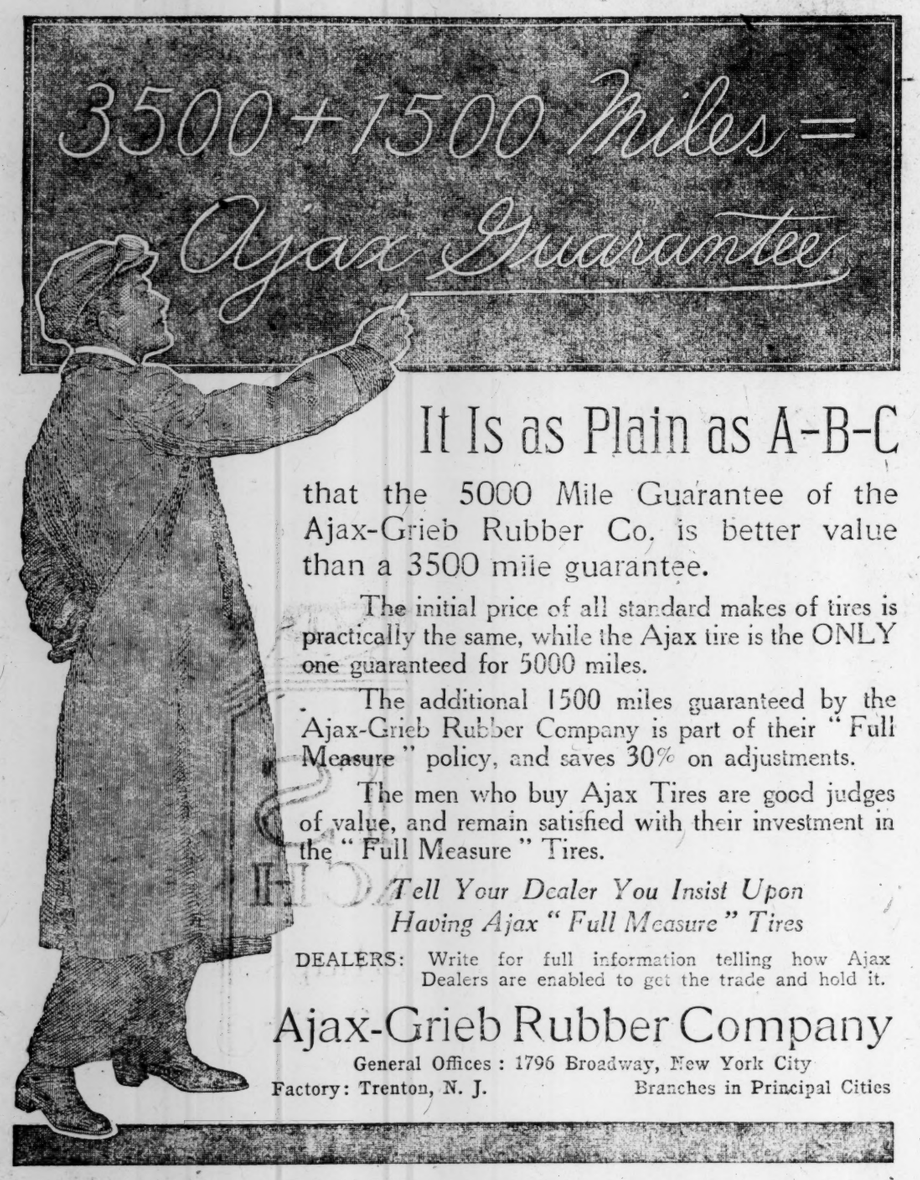
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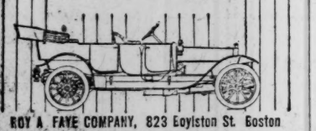
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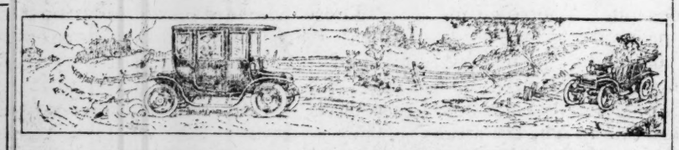
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RADIATORS SMALL

General observations on the trend of innovations in German automobiles, as shown at the recent international automobile exhibition in Berlin, make it seem that great simplicity in lines and colors marks practically all automobiles intended for private use, but that, on the other hand, the public cabs exhibit decorative schemes in which the builders have apparently aimed to meet supposed proletarial taste, says Automobil-Betrieb.

It is noticed that in nearly all of the German automobiles at the exhibition the designers have gone to great lengths to reduce noise to a minimum. Especially the valve movements have been the object of attention, and this is ascribed largely to the influence of the valveless motors and their success. In one of the motors a cylindrical heel on the mushroom valve admits the use of cams which rise almost imperceptibly from their base circle, while in other cases the noise is not really removed but only muffled and localized by encasing the valve springs.

The oil ducts and force-feed oilers now are enclosed uniformly within the crankshaft casing, and the ducts to the individual bearings are frequently worked out as canalizations in the motor castings. As the perfecting of the oil feed has a considerable influence on the exhaust and on the formation of carbon deposits in the combustion chambers and in the grooves of the piston rings, many attempts have been made to regulate the oil feed so that surplus oil will escape combustion in the greatest possible degree, particularly in those trying circumstances when cars are forced to many stops or half-stops in close traffic and are likely to emit noxious odors in the exhaust.

Radiators are uniformly smaller than last year, but much has been done to increase the air cooling of the water-cooling system. Motors entirely cooled by air have, on the other hand, completely disappeared, even in the smallest cars.

READY TO TEST THE NEW CARS



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WIRE WHEELS SOON MAY BE A FAMILIAR SIGHT IN AMERICA

Continued Success in England, Together With Manufacturing Advantages and Rapid Deforestation Point to Early Adoption on Commercial Vehicles

A recent revival of interest in the subject has led to the belief in some quarters that before very long wire wheels again will become a familiar sight on the highway, says a writer in Automobile Topics.

In particular its continued success in England, together with a feeling that manufacturing conditions here are similar, tend to strengthen the opinion that the wire wheel is one of the "coming things" in this country.

With the lighter cars of the early days, it gave small trouble in service and was hopefully regarded. With the rapid increase in powers, weights and speeds certain difficulties began to develop in the way of spoke breakages, which led the builders, one after another, to turn to the wood wheel.

The rapid increase in the output of wheels in this country and the effect of rapid deforestation in one wood producing locality after another, have begun to embarrass the wheel maker to some extent, or at least to make him consider the future.

As far as heavy vehicles of the commercial pattern are concerned it is freely admitted that the all-metal wheel may have the advantage though experience with metal wheels on American roads has not been invariably encouraging. Allowing for inexperience there is much to support the view that wood will be displaced in the motor truck of the future, at least where it is called upon to carry very heavy burdens.

For the lighter and speedier car designed for pleasure use, there is much to be said on both sides and no visible indication of an immediate change of common practice.

Mechanically the wood and wire structures are diametrically opposite. Whereas in the former the weight of the vehicle is carried on the ends of the lower spokes in the latter the weight is suspended from the rim by means of the upper spokes.

The entire group of radial members, in each case is depended on, to prevent deformation, but in the one case this is secured through the resistance of the wood to compression, while in the other the tensile strength of the metal is depended on.

Theoretically the tension wheel has the advantage because of the greater strength of the material commonly used when subjected to tensile, rather than compressive, strains. Thus the tension wheel of equal strength with the compression wheel should be lighter; or for equal weights the former should be stronger.

Tension wheels also have certain manufacturing advantages, since they are composed of a large number of similar parts and are so formed that they can be repaired at any time with ordinary mechanical facilities, and without the requirement of skilled labor useful only for that purpose.

Wire wheels have been used so little in this country under modern conditions of automobile service that it is almost impossible to secure adequate evidence as to their behavior. Such experience as has been obtained, for the most part, has come to the users of imported cars which are wire-wheel equipped. The number of such machines is constantly increasing, however, and, if the testimony of the importers is to be taken as absolutely without bias, the results obtained with wire wheels on American roads are most encouraging.

On the other side of the water the prominence of the wire wheel frequently is attributed to the scarcity of suitable wood, rather than to its inherent merits. The native market affords small and constantly diminishing supplies of proper material, while imported woods are becoming more costly.

As far as the use of metal wheels on foreign trucks is concerned, the continued use of steam tractors and heavy lorries affords sufficient explanation, the some holding true in respect to the use of steel truck wheels on the continent. Wood is not only a rare and expensive material, but it is none too reliable as there obtainable and it is hard to work.

Still another point that has helped the sale of wire wheels in England has been the success of one or two firms which have produced demountable or spare wheels for emergency replacement. The demountable rim, as known in this country, is only beginning to be introduced on the other side, its nearest equivalent, hitherto, having been the spare wheel.

SALES METHODS IN THIS COUNTRY AND IN EUROPE

Lease and Purchase System for Trucks Sometimes Used Abroad—Straight Rental or Sale Asked Here

At a recent meeting of the Motor Truck Club of New York city D. C. Fenner read a paper on sales methods here and abroad. While he admitted that the leasing and subsidiary plan utilized abroad has its value he was of the opinion the American system of outright sale was by far best for the industry. He said:

"Methods of merchandising trucks and their service can be classed under three heads: First, straight rental; second, lease and purchase; third, straight sale. Fortunately for the industry in this country the first two have not received the attention here they have abroad. Of these, straight rental is the simplest, most easily controlled and perhaps the most porfitable. The English motor contractors are reported each year as having conducted a very successful business. There is nothing to prevent a dealer renting his demonstration cars whenever opportunity offers, or, indeed, from conducting regular rental service, if he has a service station.

"In England the purchaser on the lease and purchase plan deposits cash in advance for body and painting, one set of tires and fire insurance. He pays monthly for driver, fuel and supplies, tire repairs and replacements and liability insurance; also a fixed sum for storage, inspection and maintenance. He signs a chattel mortgage or lease, making the vehicle the property of the seller until such time as it is fully paid for and he agrees to settle the balance, which reperesents the chassis, less tires, plus depreciation and interest, in quarterly payments covering three years.

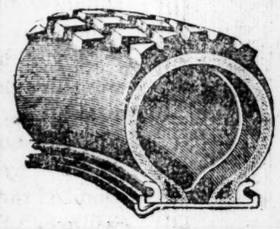
"The above is varied somewhat by allowing the purchaser to store the machine on his own premises, but he must agree to allow the driver 10 hours off each night and an additional hour in the morning for cleaning and lubrication. He also must consent to send his car for a thorough cleaning once a week, on a day agreed upon, to the service station of the seller and leave it there for half a day for purposes of inspection and adjustment. It is generally found that one hour is sufficient time to detain the automobile.

"The distance run each quarter is not to exceed 6500 miles a car, an average of 500 miles a week, and the speed not in excess of 15 miles an hour under any condition. While the seller undertakes to conduct a weekly inspection at his service station, to make all necessary adjustments and repairs, renew worn and broken parts and to give two complete overhauls each year, he will not be responsible for breakage due to accidents or neglect.

"Straight sale, cash upon delivery, as dictated by good business judgment, is the form with which we are most familiar, though it is sometimes difficult to trace it in the complexity of the methods utilized. Yet fortunately it is still with us, and the responsibility for maintaining this, the safest and surest method of merchandising any form of motor vehicle, rests solely with the dealer and salesman.

ALARMS AND LUBRICATION

An exhaust alarm should never be used unless the lubrication system of the car is in perfect order, or unless the parts of the alarm are thoroughly cleaned at frequent intervals. When a thick coating of carbon is deposited upon every surface with which the exhaust gases come in contact, the alarm is likely to sound of its own accord at most disconcerting moments, or else refuse to work when needed.



GOODYEAR

No-Rim-Cut Tires

With or Without Double-Thick Non-Skid Treads

The Double-Thick Winter Tread

Compare this tread with the makeshifts commonly called "non-skids."

Compare it with the flimsy, short-lived projections used to do away with chains.

The advantages are as plain as day.

Then remember that this tread comes on No-Rim-Cut tires—10 per cent oversize—now the most popular tires in existence.

Let someone show them to you.

Deep-Cut Blocks

This is an extra tread, about as thick as our regular, vulcanized onto No-Rim-Cut tires.

This double thickness means unusual wear. It means that puncture becomes almost impossible.

It means that the blocks can be cut very deep. And the extra tread is of very tough rubber. So the non-skid feature lasts.

These blocks grasp the road surface with countless edges and angles—the most efficient device ever known against skidding.

And the blocks widen out at the base, so the strain is distributed just as widely as it is with smooth-tread tires.

Note all these advantages, then judge for yourself what they mean to you in a Non-Skid tire.

The Tires That Cut Tire Bills in Two

These Non-Skid treads, if wanted, come on Goodyear No-Rim-Cut tires.

These are our patented tires—the tires which can't rim-cut—now the most popular tires in America.

With ordinary tires—clincher tires—23 per cent of all the ruined tires are rim-cut. Out of 700,000 No-Rim-Cut tires sold, not one has ever rim-cut.

Then No-Rim-Cut tires are 10% oversize. That means 10% more air—10% greater carrying capacity. And that, with the average car, adds 25% to the tire mileage.

These two savings together, under average conditions, cut tire bills right in two. That has been proved tens of thousands of times. Yet No-Rim-Cut tires now cost no more than other standard tires.

700,000 Sold

In the past two years the demand for these tires has multiplied six times over. About 700,000 have been sold to date. They now outsell any other type of tire, and the demand is growing faster than ever.

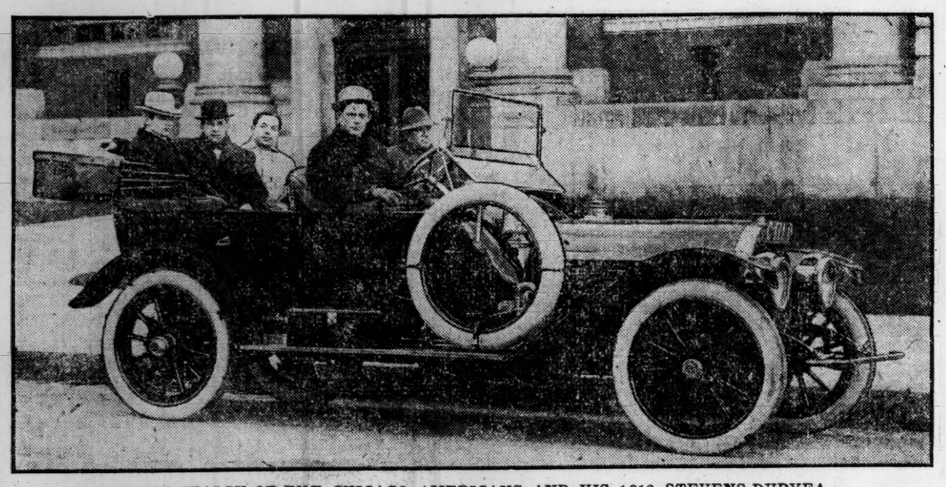
Look them up. Ask users about them. The tire which has come to such vast popularity is the tire you will want when you know it.

Our Tire Book, based on 13 years of tire making, is filled with facts you should know. Ask us to mail it to you.

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

Boston Branch, 669 Boylston Street (425)

FAMOUS PITCHER IN HIS NEW CAR



EDWARD WALSH OF THE CHICAGO AMERICANS AND HIS 1912 STEVENS-DURYEA
This car was presented to Walsh by his fellow players and admiring fans for the work done by him in the series for the championship of Chicago

CHOICE OF PROPER MATERIALS IS MOST IMPORTANT FOR CAR

High Unit Stresses, Temperature Extremes, Etc., All Must Be Considered in Selecting Metals for Parts

IMPROVED TODAY

Ever since the founding of the automobile industry the selection of proper materials of construction has been one of the most important and puzzling problems which engineers have had to deal with, says the Horseless Age. High unit stresses, small bearing surfaces, extremes of temperature, and the effects of dirt and moisture have all to be considered in choosing the metals for different parts.

Experience, however, has brought good results, and today our cars are on the whole better proportioned, as regards unit stresses, than ever before. This result, too, is being obtained at less expense than was formerly thought possible, for it is now realized that it is not necessary nor even desirable to use the most expensive steels for all parts. There is, however, one class of car in which the selection of proper materials is still a difficult problem. We refer to the very low priced machine.

In quite a number of the 1912 models the public is offered larger and better working cars than have ever before been sold for similar prices. The manufacturers of these cars have, without doubt, worked many months to get them in shape for the market, and not the least of their problems has been to get materials which are good enough and not too costly.

By proper equipment and good design the cost of machine work can be brought very low. The same is true of assembly work, though this is less specialized and not so well developed as the machine end at present. Painting and upholstering are still expensive, though not nearly so costly as formerly. Unfortunately, the reduction of costs in these departments has often been obtained only through a reduction in quality.

But the cost of materials is largely a question of their price per pound. Broadly speaking, little weight can be saved by using higher priced materials. Where the choice lies between aluminum and cast or malleable iron, as in the case of certain housings, the more costly material, of course, is much the lighter. In chassis springs the higher grade steels save considerable weight, and in some few instances are even lower in price, per set, than the poorer steels. In some few other parts where absolute alignment is not necessary high grade steels allow of lighter construction. Frames, front axle beds and some levers are instances. But there are many other parts where stiffness and wearing surface are so important that very little reduction in size can be made, no matter what material is used.

As a rule, the higher priced steels are more difficult to machine than the cheaper ones, and a little difference in machining qualities is likely to make even more difference in the cost of the finished piece than the change in the price of the material would indicate.

For the reasons above indicated easy machining, open hearth steels are likely to be used almost exclusively in most low priced cars. If properly selected, that is, used with a view to their elastic limit and fatigue properties, they are quite good enough for most purposes, though there will always be a few parts, varying with the design, where better materials are needed.

But the selection of materials for an automobile is not by any means confined to a choice of steels. For, while steel is the most important element, there are many others with which a car's reputation is intimately connected.

DIFFERENT KIND OF CARBURETOR MAKES NEW CAR

English Driver So Declares, Preferring That Produced by Specialist to the Make on Automobile

Commenting on "Makers and Carburetors" in the Illustrated Sporting and Dramatic News of London, H. Massac Buist is greatly in favor of that made by the specialist, rather than by the manufacturer of the car itself. He says in part:

"There were a couple of sentences in the presidential address of L. A. Legros at the Institution of Automobile Engineers, which are really of more importance at the moment to motor manufacturers in general than the whole of the rest of his remarks. He said merely that further improvement in motor cars at the present stage seemed to lie largely with the perfecting of the carburetor. If I look at the matter from an entirely different point of view from himself and write merely as a driver of all manner of different cars, I would sum my experience of the 1911 season by saying that I can scarcely think of a single make of car today which could not be made an entirely different vehicle if you fitted it with one or other of the four or five makes of carburetors produced by specialists in that line of business.

"In the first place, those of our motor manufacturers, as distinct from carburetor specialists, who have designed nice-running or fairly efficient carburetors, have made them far too complicated, and some too large, while the great fault that I have to find with the majority is that they are wantonly extravagant of petrol, and that you have no reasonable compensation for the extravagance in the power you get out of the motor; whereas in trying carburetors produced by specialists in that line of business one discovers, by contrast, that not only do you get infinitely more flexibility as well as actual power, but, besides, you achieve those points in combination with an actual and material gain in the matter of economy.

"One cannot understand, however, why it is that car manufacturers in general are so obstinate about carburetors. Doubtless there may be something in the fact that they can make them infinitely cheaper themselves than they can buy them or can produce them under license of some patentee, but had they any real appreciation of the extraordinary difference it makes to the conduct of the given cars, one cannot conceive how makers can fail to appreciate that the extra cost would be well entailed, because in any case the vehicles would become worth very many more pounds apiece to the buying public."

TO CLEAN CARBON DEPOSITS

Carbonized engines may be remedied by the following process: Run the engine until it becomes hot. Then take a pint bottle of kerosene in one hand and a pint bottle of water in the other and pour into the air intake of the carburetor until the engine chokes down and runs irregularly. Stop until the engine picks up, then pour water into the intake of the carbureter until the engine again runs irregularly, then alternate doses of kerosene and water until you use up a pint of each. The theory of this is that as soon as the water gets into the combusion chamber it turns to steam, which loosens all the carbon around the combustion chamber and valves. Motorists may at first think this is a strenuous treatment, but they will be surprised to find that the water does not seriously interfere with the running of the engine, and being taken into the carburetor above the spray nozzle, in no way remains in the carburetor.

IF A TIRE BECOMES DEFLATED

If a tire becomes deflated on the road and no spare one is carried, it is better to take the outer cover off completely and wrap a piece of rope round the rim than to drive on a deflated tire, which will not only spoil the cover, but the rim and inner tube also.

EQUIPMENT OF THE CAR NECESSARY TO MAKE IT COMPLETE

Manufacturers Considering How Much the Buyer Wants and What He Would Rather Purchase

SEVERAL OPINIONS

Is it advisable to list cars with equipment, or to leave with the purchaser the selection of the items that go to make it up? asks a writer in Motor. What items constitute "reasonable" and "complete" equipment? Can such equipment be standardized?

These are questions that are more or less vexing the makers of motor cars in this country. In Europe the great majority of makers follow the time honored custom of selling only chasses, leaving not only the matters of equipment but even the selection and buikding of the body to the discretion of the purchaser.

Usage in some cases, and the law in others, has prescribed certain items of what we are pleased to call equipment. Of these items the first to mind are lamps and horn. To all intents and purposes they are just as necessary to the operation of a car as are the chassis and the body. Beyond question they and their like are "standardized" without effort and without argument.

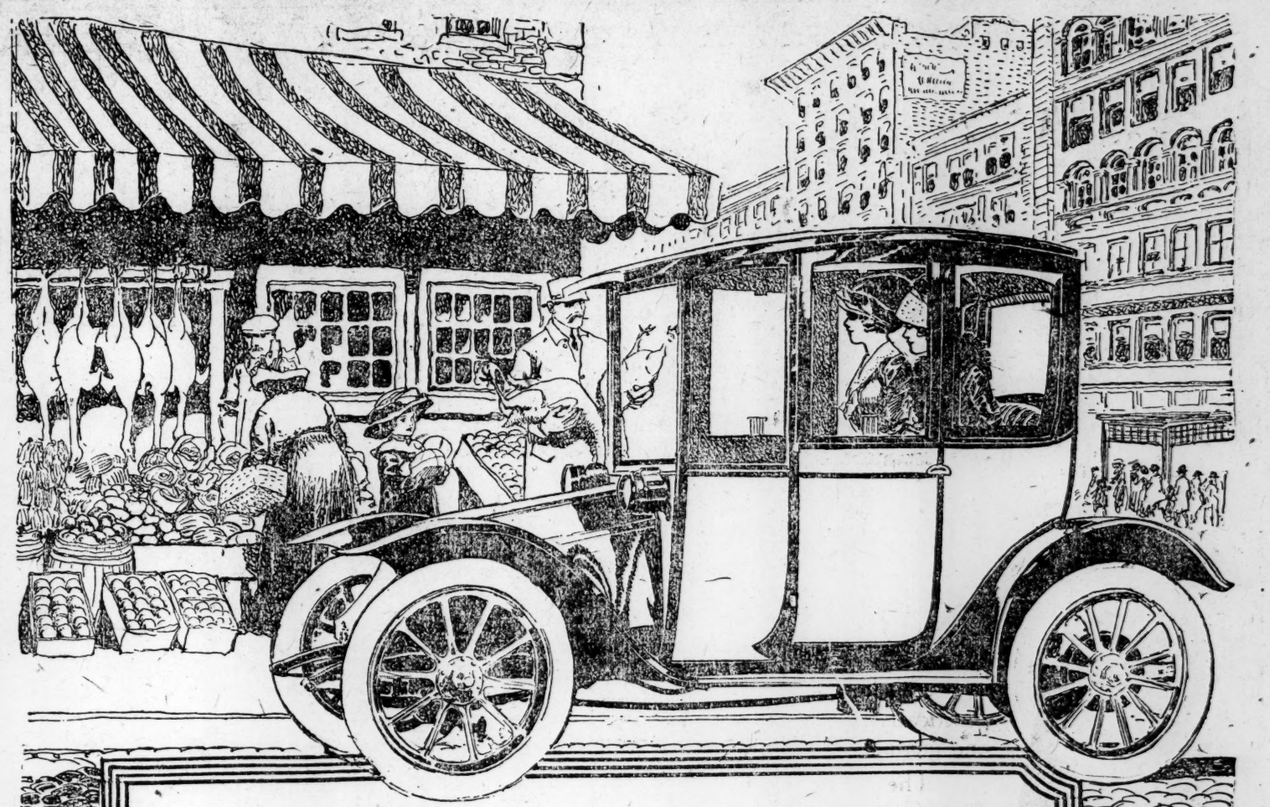
But while this is so, there is wide latitude allowed in the selection of even these necessities. While the simplest kinds will do, they may not be all that can be desired in the eyes of the operator, ann the question arises, is or is it not possible to equip a car in these essential particulars so that all classes of purchasers shall be equally satisfied in the matters of convenience and taste?

Some makers believe that it is, and let it go at that; while others extend the list of regular equipment with items calculated to supplement the actions of the few real real necessities, and still others sell their product only with a "full equipment" which includes numerous items contributing to convenience and comfort, and in no wise necessary to the lawful and safe operation of the car. Thus the car makers divide themselves into three broad classes, each of which has strong arguments in support of his stand.

The first class says: "The buyer pays for equipment whether much or little. He should have the option of deciding how much of it he shall have—and pay for—by selecting just what he wants." Or, "In order to make his purchases to the best advantage, the maker will naturally buy one style of each part of the equipment, which leaves absolutely no choice to the buyer, each of whom has a well defined preference as to just how his car shall be equipped. We leave the matter entirely with the buyer, so that he may consult both his choice and his purse."

As showing the attitude of the second class, which supplies some items of equipment supplementary to the necessities, the following will suffice: "We are of the opinion that while a car should be properly equipped, still it is hardly to be expected that the manufacturer of a high grade car can put all kinds of contrivances on the car and still sell it at a consistent figure. We believe that the car maker should furnish all the equipment really necessary properly to operate the car and to promote the comfort of its occupants.

The foregoing, and a great mass of other opinions to the same effect, seem to indicate that, in the main, the difficulties of standardization of motor car equipment constitute the great argument against completely outfitting the car at the factory and including its complete equipment in its initial cost.



HUPP-YEATS ELECTRIC COACH

THANKSGIVING season is perhaps the most fitting time for us to express our appreciation of the country-wide welcome which has been given the low-hung construction idea in electric pleasure cars---an idea first brought out and still exclusive in the Hupp-Yeats.

This instant and unanimous approval of the Hupp-Yeats among the discriminating, means more than a mere endorsement of its safe construction. That safety, of course, counts for much; for no woman willingly risks the constant danger of skidding and swerving, which attends the old-fashioned high-body electric.

But the Hupp-Yeats has won and held its place as pre-eminently the car of fashion because it possesses a beauty of line and of finish that the high-body electric never had—never *could* have, with its awkward, stilted construction. Women of distinction and standing choose the Hupp-Yeats because it enhances their attractiveness—it furnishes a fit setting for the daintiest femininity.

If you have been reading electric car announcements at all during the past year, you need not be told how the low-hung construction of the Hupp-Yeats has completely revolutionized the electric car industry. You will recall the storm of criticism and doubt which first assailed it. And what a difference today! Practically every manufacturer advertising that he has managed to swing his car body lower, to make his step less difficult—in a word, to make his car as much like the Hupp-Yeats as his antiquated chassis design will permit.

Even now your choice in electric car design lies virtually between the original, exclusive, safe low-hung Hupp-Yeats and more or less patch-worky adaptions of the Hupp-Yeats ideas. And this will be even more true as time goes on. Your own investigation will prove it.

To achieve the acme of beauty, luxury and comfort in a Hupp-Yeats is easy as compared to the high-body car. For the low-hung construction is itself inherently graceful and artistic, while the high body is awkward and ungainly. And nothing has been left undone in the way of luxurious, deep upholstery, beautiful finish and artistic fittings to make the car worthy of the most dainty woman.

The Hupp-Yeats maintains the same superior standard in its mechanical construction. The highly efficient Westinghouse motor working in conjunction with the famous Exide-Hycap battery furnishes an unequalled power plant. Nickel-Steel drop forgings are used throughout the car. Regular equipment includes Goodyear long-distance tires; the Motz High Efficiency Cushion Tires at additional cost.

The Hupp-Yeats is the car a man likes to see his wife drive—he doesn't have to worry over her safety, and he knows she'll be looking her best.

Those who are contemplating this ideal Christmas gift are earnestly urged to get their orders in very soon. We can guarantee delivery now, but we won't be able to do so much longer. They're coming in too fast. Telephone for demonstration.

HUPP CORPORATION

DISTINCT FROM AND HAVING NO CONNECTION WHATEVER WITH THE HUPP MOTOR CAR COMPANY

BOSTON BRANCH: 563 BOYLSTON ST.

W. B. DOAN, Manager — Telephone Back Bay 5394

HUMOR ON AUTO SIGNS IN EUROPE

In a little commune in Brabant is to be seen a big notice board at the entrance of the town, says the London Globe. On it appears the following notice to automobilists: "100 kilometers an hour." When we know that 100 kilometers equal 75 miles it scarcely need be added that the wit of the commune has added a nought to the notice.

At Dinant, a board is to be seen on a good level road recommending motorists the "allure d'un petit cheval ordinaire au petit trot." But the palm for original notices, we learn, belongs to a little English town. On the board one reads: "Please drive slowly." Fifteen hundred yards further on is another board, bearing the words, "Thank you." As the French journal from which we take the story observes, it is an exquisite example of politeness.

AUTOS DISPLACING RAILWAY SERVICE

There is an increasing number of persons, living several hundreds of miles from the big cities, who have wealth and leisure enough to make their trips to town in their automobiles instead of by rail, says Leslies Weekly. In this service there are automobiles that in luxuriousness of equipment excel any private car on any railway.

They are literally elegant homes on wheels with such accessories as a bath-tub and refrigerating apparatus. The car body may be converted from a miniature drawing room into a more comfortable sleeping place than that afforded by a compartment car.

These automobiles are built after special plans, and as much care is taken in their design and decoration as though the owner were fitting up an expensive yacht. Everything that can be crowded into the limited space is provided for, without sacrificing the things which are either useful or ornamental.

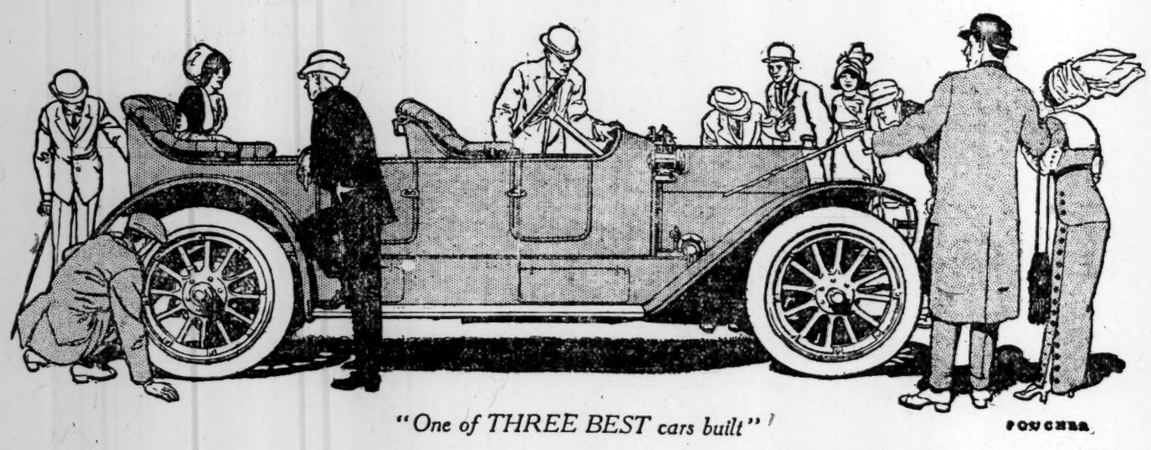
Columbia

SILENT KNIGHT

Fine design, accurate building and the costliest material combine to make Columbia Knight the highest expression of motor car building yet developed in America.

Charles Y. Knight, the inventor of the Silent Knight concentric sliding sleeve valve motor, came to America to carefully and exhaustively test this car. He and his associate engineers have pronounced it eminently worthy to take its place with the leading contemporary Knight cars of Europe.

Motor car builders for seventeen years



"One of THREE BEST cars built"

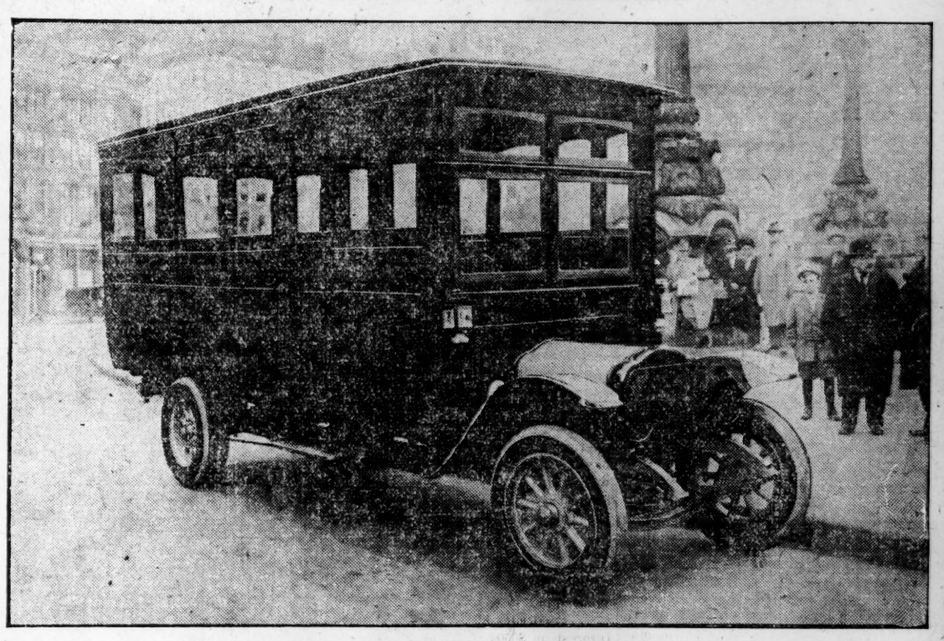
POUCHER

The Columbia Motor Car Company 5 West 61st Street at BROADWAY New York

Division of United States Motor Company

Sold in Boston by J. H. MacALMAN, 96 Massachusetts Ave.

NEW TYPE OF AUTOMOBILE BUS



PAY-AS-YOU-ENTER AUTOMOBILE MADE BY THE WHITE COMPANY
These cars are being used in Cleveland, O., and other cities with much success.

COST OF A MOTOR TRIP IN EUROPE GIVEN IN DETAIL

An idea of the cost of a motor trip in Europe, particularly in France, Switzerland, the Austrian Tyrol and northern Italy, can be had from a letter from R. Burnham Moffat, published in the Club Journal. In brief the totals of the trip are as follows:

Total mileage, 4729. Motored 41 days out of 62. Average, 116.9 miles a motoring day. Total consumption of gasoline 2272 litres (about 600 gallons), at a cost of 1145.30 francs or $229.06, an average cost of a little more than 38 cents a gallon.

Running costs totals were: Cylinder oil, 249.26; other oils, 54.78; garage charges 282.55, and repairs etc., en route, 201.35. These with the cost of gasolene amounted to 1933.25 francs or $386.65, an average running cost for the entire trip of a trifle over 8 cents a mile. The average run of the car was 7.98 miles to the gallon of gasoline.

To these costs should be added the cost of boxing and shipping the car both ways between New York and Havre, $375 and insurance both ways while on sea, $20. The mechanic received 400 francs a month and 10 francs a day for his board and lodging. Beside this he also received a bonus of 200 francs at the end of two months service. There were other charges in connection with French and international driving licenses and triptyques which amounted to between $40 and $50.

As to the cost of shoes and tubes, Mr. Moffat had many punctures in Brittany and Normandy, made by the nails from the wooden shoes of the peasants.

FUNCTION OF THE CLUTCH BRAKE NOT TO STOP CAR

But to Prevent that Part of Clutch Connected to Change Gear Mechanism from "Spinning" when the Clutch Is Disengaged

Although there is a general impression to the contrary among people not familiar with the automobile, the purpose of a clutch brake is not to assist in bringing a car to a stop.

As far as the average owner is concerned, a brake is a brake, regardless of its position on the chassis, and he cannot conceive of it being put to any other use than to stop the car. That service or emergency brakes sometimes are placed on the propeller shaft undoubtedly is partly responsible for the wrong impression. Also the fact that in some makes of cars clutch brakes are of sufficient size and weight actually to stop a car indicates a possible reason for the prevailing misapprehension.

Briefly, the purpose of a clutch brake is to prevent that part of the clutch which is connected to the change gear mechanism from "spinning" when the clutch is disengaged. That is its principal function. Also it is designed to prevent "dragging," which results when the clutch members do not disengage fully and immediately when the clutch pedal is depressed.

The use of the clutch brake as regular equipment is a comparatively recent development. Up to a year or two ago they were almost unknown, but at present they are used by a large number of manufacturers, and their popularity undoubtedly is on the increase. As a matter of fact, clutch brakes are this year a feature of the products of several manufacturers who never before have so equipped their cars. Which goes far to prove that, despite assertions to the contrary, the device really has merit, particularly in view of the fact that among the cars on which the clutch brakes will be shown for the first time this season are some of the best known in this country.

While there are new clutch brake designs, there are many others, and several of those that are in the latter category give us a hint that their presence is due in no small measure to the desire for a "talking point" rather than for reasons of increased efficiency or ease of control. This is best made plain, perhaps, by the fact that very many heavy clutches often are without any means to prevent the excessive spinning which must take place. Light clutches, in which the inertia very quickly is dampened by the friction in the bearings, on the other hand, just as often are fitted with brakes, are heavy and cumbersome out of all proportion to the work for which they are intended.

Not that the manufacturers have an easy problem in designing and fitting an all-around efficient clutch brake. Far from being simple, it is a great deal more difficult than might be supposed and entails considerable experiment.

For instance: The brake should be so arranged that in changing from a low gear to a higher one the clutch member attached to the change gear mechanism should be slowed down, but when the change from a high to a lower gear is made spinning should be encouraged rather than stopped.

The reason for this becomes apparent after a little consideration. When a car is driven on a low gear and a change to a higher gear is made, two gears rotating at different speeds have to be brought into engagement. The driving gear is rotating at a speed proportional to the speed of the rear wheels. Before the teeth on these two gears will engage the gear wheels must rotate at a certain ratio of peripheral speed governed by the number of teeth in each.

When the car is driven on high gear the driving gear rotates slower than it does when the car is driven on low gear. Therefore, when a change from low to a high gear is made the speed of the diving gear, which is attached to the clutch, must be decreased to prevent the teeth of the two gear wheels chattering over each other until their speeds have reached the proper ratio to permit the teeth to engage.

Similarly, when the car is driven on a low gear the driving gear rotates faster than it does when the car is driven on a high gear. From which is becomes plain that when a change from high to a lower gear is made the rate of rotation of the driving gear should not be decreased, but rather it should be increased for the reason that has been pointed out. As it is impracticable at present to increase the speed of the driving gear when a change "down" is made, the next best thing to do is to let well enough alone, or, in other words, to allow the clutch to spin when changing to a lower gear.

PRUSSIA HAS LARGE FOREST

Prussia has a forest of 7,000,000 acres. In 1865 these forests yielded a net profit of 72 cents an acre. In 1900 the profit was $1.58. In 1904 it was $2.50 and this year it is expected to be around $5.

A. SHUMAN & CO.

Thanksgiving Carnival Sale of

FURS

Our exclusive showing of rich Fur and Fur-lined Coats for men and women, includes the most approved models for winter wear.

WOMEN'S FUR COATS splendidly made by the best fur tailors in all stylish furs — muskrat, raccoon, leopard, natural and black pony, opossum and squirrel.

SEAL BROWN MINK-DYED MARMOT COATS, deep shawl collars.....$85.00

SEAL BROWN ALASKA CONEY COATS, 52 inches long, silk lined throughout $45.00

FUR SETS, beautifully matched in every desirable fur, at attractive prices.

BLACK FOX SETS, Muff and Shawl $28.50

NATURAL RACCOON, Large Muff and Shawl Set.....$35.00

OTHER FUR SETS from $15.00 to $450.00.

MEN'S FUR COATS for business, motoring and general wear in carefully selected furs.

RUSSIAN DOG AUTO COATS, natural and raccoon collars $30.00 and $35.00

RUSSIAN CALF AUTO COATS $45.00

RACCOON AUTO COATS $65.00

MUSKRAT LINED COATS, otter, Persian lamb and muskrat collars .....$65.00 to $175.00

SHUMAN CORNER, BOSTON

THE MONITOR is so prepared as to appeal to the general reader as well as to those in professional or specialized walks of life—there's something worth while for every one.

Thresher Bros.

The Specialty Silk Store

46 Temple Place Boston, Mass.

Special

3d Floor 50 3d Floor

Silk Dresses

Made from Thresher Bros.' Silks, in the very newest models, all sizes, colors and black, guaranteed to give satisfactory wear. Retail value $22.50. Our Price..... 12.50

30

Pure Silk Chiffon Dresses

With silk drop, in all the new evening colors, for Misses and Ladies. Retail Value $17.50. Our Price 9.75

2d Floor Silk Petticoats 2d Floor

AND

Silk Waists

We have anticipated the usual extraordinary Christmas demand for "Thresher Made" Silk Petticoats, Silk Waists and Silk Kimonos; all at wholesale prices in neat Christmas Boxes if desired; you buy direct from the manufacturers when buying from us and therefore save the retailers' profits. Your inspection is cordially invited, whether you wish to purchase now or not.

NOTE Largest Assortment of Dress and Lining Silks, Satins, Crepe de Chines, Crepe Meteors and Chiffons to be found in Boston. All at wholesale prices.

Philadelphia Store, 1322 Chestnut St., Philadelphia, Pa.

MAIL ORDERS PROMPTLY FILLED

Goods with our label are guaranteed protection for men, women and children against

Winter Chill and Snows

If your dealer does not carry goods with our label, ask us

ENTERPRISE RUBBER CO.

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TRUCK OPPORTUNITIES ARE MANY IN SOUTHERN STATES

Mules, Used by Large Number of Mills Situated Back From Railroads, Are Not Only Slow but Inefficient and Expensive Compared With Motors

In considering the advantages the automobile truck or delivery wagon can confer upon any industry an analysis of the transportation problems must be made to determine whether the establishment of the mule and horse system will make for greater efficiency and economy in time and dollars, says R. W. Hutchinson, M. E., in discussing truck opportunities in the South in the Motor Truck.

Unless the power wagon will save money in the end or protect custom better than under other methods, it is unwise to adapt it. But in the future the benefits which will accrue to many industries through its use will be recognized by the business world as being broader than the mere saving in dollars and cents, and time.

Every business man having draying, the moving of material or the delivery of goods should inform himself as to what a truck will do for him. The machine is not always for the man who has work for one or two horses, because they as two units are better in many instances than one car, but that is a problem to be certain about before purchasing.

Undoubtedly the biggest obstacle to the propper solving of haulage problems is the fact that very few concerns utilizing many horse drawn vehicles have even a crude system upon which to base costs. They are content to lump their haulage or stable expenses at so much, generally an arbitrary figure, guessed at by the stable boss or traffic man with the aid of the bookkeeper. This plan has prevented the logical users of power vehicles from comparing their utility in the transportation end of their business. Whenever the actual, not the theoretical, cost of animal and power haulage is known, not assumed, the latter has remained, and has in the majority of cases multiplied.

Many textile mills in the South, for reasons of economy in sites, reduced taxation or to develop a cheaper source of power, have located away from railroads and in some instances must transport their raw and manufactured products to and from points of shipment over distances often measured by miles. While the raw material sometimes is bought in the immediate neighborhood, it usually is purchased from a cotton broker or warehouse factor in the nearest town or city. As in the majority of cases it is secured on the basis of the mill doing its own hauling, the present method is by means of two and four-mule teams. These can only draw from two to 10 bales at a load, especially if there are steep grades or heavy roads, and their speed rarely exceeds three miles an hour. The delivery of cotton, even when the distance is relatively short, is not only slow, but inefficient and expensive.

It is in these instances that the automobile can find its most logical and useful application in the textile industries. A gasoline machine will do the work with incomparably higher efficiency and at from 30 to 50 per cent less operating cost than a fleet of mules will require for maintenance. Instead of employing four four-mule teams to haul, say 30 bales a trip, with their combined capacities, is it not far more economical to utilize a seven-ton truck and carry these at one trip at a speed of seven to 10 miles an hour? It must be remembered, however, that unless the work required of the machine is sufficient to keep it constantly in service at approximately its rated road capacity, its maximum efficiency as a transportation agent cannot be gained.

A high grade car will cost from $5000 to $6500 equipped with a special body for carrying a bulky load like baled cotton. An analysis of investment and operating charges, for a 6.5-ton truck based upon the experience of a large warehouse company, which handles baled domestics to a very large extent shows the following figures:

INVESTMENT	
Seven-ton truck (with extra large body)	$6500.00
Number of days operated a year, 300	
Number of miles operated a day, 40	
Total miles a year, 12,000	
OPERATING EXPENSES	
Interest on $6500 at 5 per cent	325.00
Depreciation at five cents a mile	600.00
Maintenance at five cents a mile	600.00
Tires at eight cents a mile (guaranteed)	960.00
Gasoline at 11 cents a gallon	12.75
Oil at 40 cents a gallon	15.00
Grease	12.30
Insurance	225.00
Driver at $20 a week	1040.00
Garage charges, washing, etc.	275.00
Total cost a year	$4065.25
Total cost a day	$13.91
Total cost a mile	.22
Total cost a ton-mile	.075

Naturally, the first question the prospective purchaser wants answered is, "How much will it cost to run?" Figures on operating costs become inaccurate because of one or more of the following causes: Variations in the facilities and methods employed in garaging, wide differences in road conditions and grades encountered, the rates of speed and the very important matter of the character of the driver. Dependable data on operating expenses is in as much need by manufacturers as by the individual who is keenly anxious to check his own drayage information, against standard. Present conditions will not permit this to be done, and cannot until all the attendant circumstances are known.

Overloading and overspeeding are the greatest drawbacks to the proper advance of the commercial vehicle in modernizing transportation systems. Mileage does not hurt a car, but these items will. Lasting qualities, low cost of maintenance and operation are, or should be, the determining criterion in buying a machine. One should not invest without knowing his requirements. Some concerns will purchase a 1.5-ton vehicle when they really need a three-ton, but they expect the former to do the duty of the larger car.

As the South has unusual transportation problems on account of lack of common carriers, the coming of better ways will solve that of freight haulage between towns away from railroads and of industries remotely situated from shipping points. The present agitation of this subject will accomplish much to hasten the time when the South can use the motor car and modernize its haulage problems outside of purely urban and suburban service, for which the automobile is now splendidly adapted.

ALCO

Motor Trucks

How to Judge a Motor Truck

BUYING a motor truck is like hiring a man. You are not interested in the color of his eyes, the tilt of his nose, or his height and weight.

You want to know what this man has done and what he can do.

Just so with the motor truck.

It's what a truck will do that interests you.

Price alone sells few trucks. It's what you "get for the money" that sells them. In other words *value*.

Four things determine value in a truck.

One of them is *good design*.

The only sure way to tell good design is by results.

If a truck is not well designed the owner soon knows. If it is well designed, and if he can use more trucks in his business, he buys more of the same make—naturally.

Thus you may judge a truck by the number of repeat orders or reorders.

In the case of the Alco Truck 62 per cent. were purchased on repeat orders. Nine-tenths of this number are in the service of firms and corporations listed in Bradstreet's at over $1,000,000.

Before purchasing, many of these large firms carried on extensive experiments to determine which motor truck was best. If only *one* Alco had been purchased by each of these concerns, its place among motor trucks would be clear. But each of these bought more than one. The American Express Company has 40; the Gulf Refining Company 16; Gimbel Brothers 13; the Long Island Express Company 10 and so on.

Among some the Alco has been accepted as the standard—all future purchases will be Alcos.

The second point on which value depends is the *experience* of the manufacturer.

Good design means little unless experience in building is back of it. The thing to know is "how long has the manufacturer been building trucks." "What does the manufacturer know about the problems of transportation?"

For the American Locomotive Company, builders of the Alco Truck, the experience began in 1905. The Alco Truck was marketed in 1908. The experience of the American Locomotive Company in problems of transportation dates back to 1835 as movers of the world's goods.

The problems of the locomotive and the problems of the motor truck are parallel. One is a power driven vehicle running on rails. The other a power driven vehicle running without rails.

The experience of the American Locomotive Company, as builders of the Alco Truck is rare.

Value is again determined in the *way the truck is built*.

Little does it matter how well a truck is designed if it is not well built. It becomes a consideration of factory and factory equipment.

The Alco factory represents a very large investment in equipment. In it are built 95 per cent. of the parts of the Alco Truck. It has the most complete heat treating plant of any motor truck factory in the world. It has large chemical and physical laboratories to analyze and test the metals that go into the Alco Truck. In special and automatic machinery the investment is particularly large. Many of the tools are not tools in the ordinary sense of the word, but are fine instruments—like those of a surgeon—and are kept in flannel when not in use.

In this factory is the largest drop hammer in the world. It weighs 250,000 pounds.

The fourth consideration in determining value—and one that is most decisive—is the *responsibility* of the manufacturer.

The safest thing in the world to buy is reputation. Buying a truck from a manufacturer without reputation or responsibility is like making a loan without security.

The American Locomotive Company is capitalized at $50,000,000. It dates back to 1835 as movers of the world's goods. It has built 50,000 locomotives. Its reputation is indelible.

These four considerations—Good Design, the Experience of the Manufacturer, Good Building and the Responsibility of the Manufacturer—provide an "acid test" for judging a motor truck.

There are a few trucks that can stand this test.

Of these the Alco Truck is one.

You should investigate the Alco for one vital reason, if for no other;—the *latent* experience—of its builders in manufacturing power driven vehicles.

Write for an appointment.

AMERICAN LOCOMOTIVE COMPANY, - - - 567 BOYLSTON ST., BOSTON

Builders of the Alco 6-Cylinder and 4-Cylinder Motor Cars and Alco Taxicabs

Movers of the World's Goods Since 1835

AMERICAN LOCOMOTIVE COMPANY ALCO

Capital $50,000,000

WARREN "30" SELF-STARTER STANDS MANY HARD TESTS

Device Causes Favorable Comment Among Automobile Men Who Have Seen It—Cold Storage Trial

The Warren Motor Car Company has caused much interest by announcing its 1912 Warren "30K" with a self-starter said to be remarkably good.

The new Warren "30" for 1912 was held back for several weeks while the last doubt as to the new starter's efficiency was removed according to the company's officials. In thousands of tests the new appliance has never failed to start the motor.

A noteworthy feature of the Warren starter is that no springs, cams, nor electrical contrivances are used with it. It is so simple and sure that the automobile men who have inspected it were much surprised.

"The Warren Motor Car Company deserves much credit for equipping its cars with this starter," said one of the leading engineers of the automobile industry. "The desire to get out cars quickly was overcome by the company's insistence in proving by months of hard tests that the new starter was right. They tried many devices with only indifferent success until they got hold of the present one, which proved so effective that they determined at once to adopt it if it could prove in months of hard testing that it would work every time.

"Even in the cold storage tests, which of course are the hardest experiments, the Warren starter came through every time. I regard its freedom from mechanical complexities its strongest feature."

VENETIANS DROP GONDOLAS FOR MOTOR LAUNCHES

Lozier Company Which Discontinued Manufacture of Boats Three Years Ago Still Receives Inquiries

"Over 150,000 residents, not one of whom can be considered a prospect for a motor car." There is probably only one city in Europe to which this description can be applied. To the resident of Venice, alone, is the automobile an impossible luxury, unless he be content to restrict his touring to journeys of a few hundred yards. Denied the joys of motoring on terra firma, the Venetians have adapted themselves to the more suitable form of gas engine and are satisfying their desire for speed with the modern motor boat.

When the Lozier Motor Company discontinued the manufacture of motor boats some three years ago in order to concentrate its full capacity on automobiles, the agency established in Venice was one of the most flourishing of any in Europe. To this day, certain residents of that city do not understand that the withdrawal of the agency was coincident with the termination of the Lozier motor boat line, and requests for price lists on marine motors are still arriving at the Detroit offices of that plant.

"I seldom fail to receive at least one letter in my daily mail inquiring after motor boats," said A. F. Way, assistant sales manager of the Lozier Company. A large part of the requests for information come from Venice, where the speedy power launch is fast displacing the romantic gondola in the favor of the citizens. It is unfortunate that Venetian thoroughfares prohibit automobile traffic, as the residents have become sufficiently modernized to demand swifter means of transportation and would probably adopt the motor car with eagerness if conditions were more favorable.

"Since the use of the gasoline boat in Venice has become more general, many European firms manufacturing boats of this type, have established branches in the city. Consequently we regard these letters inquiring for our motors turned out three years ago as something of a compliment to the methods of the American manufacturer."

INFLUENCE OF THE PRIVATE GARAGE IS MOST IMPORTANT

Motorists long ago came to recognize the garage as one of the big questions of the industry, says the Motor World.

Impatient at the slow and sometimes almost indistinguishable improvement in general garage conditions, particularly in large cities, some of them long ago gave it up and decided to make the best of it. Notwithstanding this, the average modern garage is far superior to its predecessor of but a few years ago.

But whatever may be said, favorable or otherwise, of the public garage, the garage problem as such has not been properly defined until mention has been made of the private establishment in which the owner houses his one, and occasionally his two or three cars.

Be it barn, woodshed or concrete pavilion on the lawn, the private garage is a factor to be reckoned with, both in its effect on the business of the public garage man and its influence on the trade. And it is a factor which rapidly is assuming more important proportions.

To the automobile has been given credit for considerable assistance in suburban real estate development. Not infrequently an essential of such assistance is the private garage. To the automobile has been given the credit for the emancipation of the modern farmer from his old-time isolation.

Invariably this release results from his ability to care for his own machine quite as much as from its mere possession; it is possible only where the public garage can be almost entirely eliminated from consideration. Thus the latter institution is coming to play much the same part in the realm of the automobile that the hotel does among men and women—it is a resting place for transients and a home only in instances where inability or disinclination prevents the maintenance of a private establishment.

The changing status of the public garage should be fixed in mind for several reasons—principally because it involves an alteration in the very nature of the business. The public garage in the future, and particularly in the smaller towns and villages, is destined to become more and more dependent on the sales of supplies and spare parts, and to some degree on repair work, than it is on the apparent staples of storage and routine management.

AUTOMOBILE NOTES

Racine, Wis., motorcycle riders have organized a club with 150 charter members. Regular tours to neighboring towns and lakes are being planned.

—ooo—

Members of the Redlands and San Bernardino, Cal., motorcycle clubs have arranged 14 races for Thanksgiving day at Riverside, Cal. A number of prizes have been offered and the motorcycle runs will be conducted to several coast cities to advertise the races.

—ooo—

The annual convention of the New York State Automobile Association will be held in Albany, Dec. 2. Governor Dix of New York, Governor Wilson of New Jersey and Governor Foss of Massachusetts, highway and other state officials of New York and Massachusetts and men well versed in automobile affairs have been invited to deliver addresses. Those invited to address the convention in addition to the three governors include Harold Parker.

—ooo—

The Duke of Connaught, who is a motor car enthusiast, is said to be preparing plans for a motor trip across Canada to the Pacific coast next summer. Road maps and detailed information are being prepared and a mass of information procured by his royal highness. He has only two cars in Canada now and they are limousines, but he has several touring cars at Bagshot park, England, and they will be brought out to Canada in the spring.

SPEND VACATION IN A CAR, CAMPING OUT EACH NIGHT

One of the most enjoyable vacations in a motor car of the past summer was taken by Attorney and Mrs. E. W. Little, their son Earl W. and daughter Gladys and Miss Gertrude Saxton, all of Indianapolis.

This party spent five weeks on a leisurely 3800-mile tour to Fall River, Mass., and other New England and intermediate points in a 1910 model 40-horsepower Premier car. Going and coming, they averaged 200 miles a day, and the longest run for any day was 325 miles, half of which was made in a driving rain.

The motorists did not depend upon hotels in a single instance, making camp every night they were on the road on the premises of hospitable farmers, sometimes in yards and sometimes in barnyards. The generosity of the country folk was one of the most pleasing features of the tour.

The unique camping equipment, carried by the tourists interested all who saw it and was pronounced most complete. Camp was made at night by stretching a large canvas over the top of the car and fastening the bottoms at the sides at about the same angle of the ordinary tent. Roll springs were carried, which were placed on the running boards and supported by bars. The seat was removed from the tonneau, on the floor of which was placed another set of springs, hooked in place at the ends.

This sleeping compartment was used by the ladies. For a table the rear seat was placed on the bumper in front of the car. The automobile tent was unusually satisfactory for the reason that it was divided into three compartments and was closed in front by extra canvas.

The trip going and coming was made via Dayton, Springfield, Marion, Bellevue and Cleveland, O.; Gerard, Pa.; Buffalo, Rochester, Syracuse, Utica, Binghampton and Albany, N. Y.; Pittsfield, Springfield, Worcester, Boston and Fall River, Mass., and Providence, R. I. Two miles outside of Albany a two-penny nail was run through one of the rear tires, which was the only tire trouble throughout the journey. The party spent considerable time in fishing and enjoying itself in other ways, making the trip by easy stages.

DON'T SCRAPE THE CURB EDGE

Care should always be taken to avoid scraping the edge of the curb, or hitting it when drawing in to the side. Nothing puts a more damaging strain on the beading of a tire than a collision with a pavement. In addition to this, the walls of a tire are naturally much thinner than the thread and are not constructed to withstand a great deal of rough treatment. It is not always an easy matter, owing to the construction of the mudguards, to gauge just where the wheel is when pulling up at the side of the street. The driver, however, should make a practise of finding out just where the tire is in relation to his observation from the driving seat.

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Deposits may be made and checks cashed at either office. If more convenient, deposits may be made by mail and will be promptly acknowledged.

Interest is allowed on deposits subject to check.

Authorized to act as trustee under corporate mortgages and as agent for the transfer and registration of stocks.

Mr. WARREN H. COLSON

has the honor to announce his purchase of probably the most beautiful general collection of Nineteenth Century Postage Stamps in America; the collection of

WILLIAM H. SUSSDORFF, Esq.
of New York City

Wherever serious collectors may gather, the name of Sussdorff has become a synonym for all that is representative of the permanent and best in collecting. Every piece in this wonderful collection is untised and in immaculate condition.

Mention of a handful of notable examples will serve to indicate the heights to which this collection has attained as an exponent of the highest ideals in Philately—that of single-minded devotion to the perfect and beautiful.

BR. COLUMBIA
1865, vertical pair 5c, rose, imperforate, unused.

CEYLON
1857-59, 2 shillings blue, imperforate, unused.

HAWAII
1859, 1c, pale blue on bluish white paper, unused.

SANONY
1850, 1-2sgr, error of color, unused.

CANADA
1851, horizontal pair 12 pence, with sheet margin, unused.

FINLAND
1856, 8 kop. error, in color of 7r. unused, with sheet margin.

NEWFOUNDLAND
1857, 1 shilling scarlet, unused.

TUSCANY
1860, 3 lire unused.

The Sussdorff collection is now offered for sale separately, and correspondence with serious collectors is invited. Personal interviews may be had by appointment.

WARREN H. COLSON

POSTAGE STAMPS FOR ADVANCED COLLECTORS.

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WE pay earnings from the day of deposit to the day of withdrawal. These earnings for eighteen years have been 5% on the deposits of our patrons compounded semi-annually, or remitted by check, as desired. Our business is conducted under the stringent regulations of the New York banking laws, and deposits are secured by mortgages on the best cases of New York and suburban real estate.

Money May Be Withdrawn At Any Time Upon Short Notice

This convenience, with the thorough safety of capital and the liberal earnings, make deposits with this company an ideal investment. Assets $2,500,000. Deposits received personally, or by mail. Patrons all over the world. Write for particulars; probably we can refer you to someone in your locality.

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Having outgrown our facilities, we offer for sale a factory ready for operation, with complete power and heating plant, line shafting, railroad switch and other advantages. Willing to invest in a good manufacturing proposition which would locate here. Correspondence invited.

The Canton-Hughes Pump Co.

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FOR SALE

Stocks and Bonds of a most interesting character, as to dividend earning power now and for the future.

CHARLES R. FIFE COMPANY

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PARTNER WANTED

For grocery business; Protestant preferred. Address, S. R. Ward, 84 Waverly Ave, Detroit, Mich

BOSTON SAFE DEPOSIT AND TRUST COMPANY

100 Franklin Street

YEARS AGO valuables were considered protected when concealed in secret places.

YESTERDAY it was deemed expedient to place valuables in a safe at the office or at home.

TODAY a box in a Safe Deposit Vault like ours is a Business necessity.

BOXES at from $10 (ample for most needs) to $350 per year.

SAFE INVESTMENT

A Boston manufacturing company, incorporated under State of Mass. Laws, offers 300 shares at $100 each, in part or whole, at 7% cumulative interest. Principal and interest absolutely safe. A home industry that can be seen at all times. Address

W. A. SAWYER,
Box 3068, Boston Post Office.

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Wool, Noil, Waste and Top Merchant, 18 Nelson St., Bradford, ENGLAND. Tel. 516. Telegrams, Cowl, Bradford. A. B. C. code, fifth edition. All inquiries promptly attended to.

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Bonds of Public Service Corporations meeting the requirements of the Harris organization have proven satisfactory investments.

The income, about 5 per cent, is liberal, considering the strength of the security.

Their marketability is steadily improving owing to their growing popularity.

We have been identified with Public Service Corporation Bonds for more than 25 years.

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EUROPEAN SUGAR MARKETS IN AN UNSETTLED STATE

NEW YORK—Sugar markets in Europe are unsettled, coming action of the Brussels convention being an important factor. It is stated that delegates will vote in favor of increased exports, while opinion was also expressed that Russia might withdraw her request. The convention will hold its next session on Dec. 8. Weather continues unfavorable for crops in Europe.

Stocks in the United States and Cuba together are 126,170 tons, against 127,377 tons last week and 103,707 tons corresponding week last year. Stocks in Europe are 1,070,000 tons, against 1,663,000 tons at the corresponding time last year. The total visible supply of stock in America and Eurpoe is 1,196,170 tons, as compared with 1,756,707 tons last year.

The weather has been favorable in Porto Rico, while in the Hawaiian islands it has been too dry for the growing crops.

The frost reported last week as having done some damage to crops in Louisiana really did very little damage. Cool weather most of the week has been beneficial.

It has been proposed by a number of independent refiners that the 20 per cent differential in favor of Cuba be abolished. Almost all sugar brought into the United States comes from Cuba and it is contended that neither the Cuban cultivator nor the consumer receives any substantial portion of the benefit derived from the present differential arrangement. A reduction on some importations could be provided for, while at the same time practically preserving the protection at present afforded to the American sugar markets.

The sugar schedule will be among the first schedules to be taken up by Congress. If the ad valorem plan prevails the polariscopic test required under the present law will be eliminated.

RAILWAY EARNINGS

		Increase.
COLORADO & MIDLAND		
October—		
Operating revenue	$203,352	*$702
Net revenue	51,480	7,917
Deficit	580	*3,918
From July 1—		
Operating revenue	733,997	*24,164
Net revenue	173,486	17,228
Deficit	20,345	*7,544
LOUISVILLE & NASHVILLE		
Third week November	$1,139,205	*$21,795
From July 1	22,100,171	363,942
COLORADO & SOUTHERN		
Third week November	$307,107	*$74,795
From July 1	6,307,935	*1,051,649
HAVANA ELECTRIC		
Week ended Nov. 26	$41,430	*$524
From Jan. 1	2,155,030	202,458
CHICAGO & GREAT WESTERN		
October—		
Total oper. revenue	$1,252,261	$18,343
Net oper. revenue	405,644	38,112
Net income	195,269	31,452
From July 1—		
Total oper. revenue	4,612,528	177,293
Net oper. revenue	1,577,160	*87,255
Net income	510,171	5,883

*Decrease.

COMPANY WILL SOON RETIRE

Having served the purpose of its creation, namely, to furnish the Seaboard Air Line railway with funds to care for its immediate debts and future development, the Seaboard Company, formed in 1905, will shortly pass out of existence.

World's Latest Financial News

SITUATION IN THE SOUTHWEST IS IMPROVED

KANSAS CITY—Business in the Southwest is much better than a few weeks ago and business men are talking with courage of the future. While they had reason to fear for the fall and early winter trade during summer, conditions are much better than they expected.

Western farmers have gone beyond the usual measure of purchasing and are buying articles of higher quality and at prices that make good profits.

The land speculation craze is gone and few sales are made except on city real estate. This form of investment is becoming more popular each month and the towns are increasing in population. Interurban lines will be increased the next three years. The people welcome them and it is easy to secure bonds and privileges from sections served by them.

Bankers are reporting a moderate demand for loans and a good supply of money. The market for commercial paper is slow in the middle West and likely to continue so for several months. Home demand for funds absorbs most available capital and a marked tendency against investing in securities issued at a distance. The towns and schools of Kansas have issued nearly $6,000,000 bonds the past year, indicating the improvement being made in the municipalities of the prairie states.

DIVIDENDS

The United Railways and Electric Company of Baltimore declared a regular semi-dividend of 2 per cent on preferred stock payable on demand.

Blackstone Valley Gas & Electric Company has declared a quarterly dividend of $1.50 per share on the preferred stock, payable Dec. 1, to stock of record Nov. 29.

The directors of the Boston Belting Company, have declared the usual quarterly dividend of $2 per share, payable Jan. 1 to stockholders of record Dec. 15.

The Sao Paulo Tramway, Light & Power, Company, Ltd., has declared the regular quarterly dividend of 2½ per cent on its stock, payable Jan. 2 to holders of record Dec. 11.

The Equitable Illuminating Gas Light Company of Philadelphia declared regular semi-annual dividend of 3 per cent on its preferred stock, payable Dec. 15 to stock of record Dec. 8.

At a meeting of the directors of the Wetthaufer Lorrain Silver Mines Company the usual dividend of 2½ per cent regular and 2½ per cent extra was declared, payable on Jan. 20 to stockholders of record Jan. 5.

Delaware, Lackawanna & Western declared the regular annual extra dividend of 10 per cent, making 20 per cent for year. A dividend of 35 per cent in stock of Lackawanna Railroad Company of New Jersey was recently declared. Lackawanna dividend is payable Dec. 22; books close Dec. 1, reopen Dec. 16.

WESTERN COAL TRADE

CHICAGO—Black Diamond says the week's most important factor was the definite termination of smokeless mine run coal demoralization during the past six months, restoring prices universally at the mine to $1.10 a ton and strong at that, although some old $1 contracts continue. Screenings are also peculiarly strong. Leading shippers are practically out of the market for high grade coals, unable to satisfy demands.

Useful Gifts Are the Most Appreciated

Give useful gifts. They're more sensible and people like to get things that can be put to daily use. Why not a Carving Set, a Manicure Set, a Set of Embroidery Scissors, a Camera, a Pocket Knife, a Safety Razor, a Pair of Skates, Fountain Pen, or a Pair of Opera or Field Glasses. There are a thousand and one things at the store of J. B. Hunter & Co. from which you can make selections.



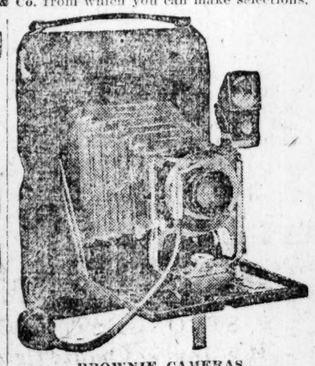
Boston Safety Fountain Pen, cannot leak, $2.50 to $4.00.

Hunter Razors, every one warranted, $1.00—$1.50—$2.00
The above set of four razors and flexible leather case, $5.50.



Rink Skates .....$1.50—$4.50
Hockey Skates .....$1.50—$4.50

Large variety of Pocket Knives. Our leaders are a thin, G. S. handle, vest-pocket knife at 50c., and a three-blade pearl handle pocket knift at $1.00.



BROWNIE CAMERAS, $1.00 to $10.00.
Kodaks, $10.00—$20.00.
A full line of Camera supplies.



Carver Sets from $3.00 to $5.00.
The above set of 3 pieces, $4.00.

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HUNTER, HARDWARE, 60 SUMMER ST., Boston

FINE GRADES OF MEN'S SHOES HAVE HAD A RECORD YEAR

Business Slowing Up Somewhat Preceding Annual Inventories—Leather Market Moves Steadily and Prices Continue Firm

The annual dulness preceding inventories and the opening of a new year's business is somewhat manifested in the shoe market.

New business on men's fine shoes has slowed up, but there is a reserve list which will keep the factories busy, even though this feature should continue a while longer. The steady run which fine grades have had since the year came in has made a record year, and manufacturers are expecting equally as good a business in 1912.

The demand for men's medium grade footwear has now reached a high mark. Makers report a reserve order list which will give from one to four month's work to the factories. As these shoes offer more opportunities for improvement than the best grades, the advance in style and workmanship is most pronounced, and it takes an expert to distinguish the difference in values.

But the greatest activity is found among makers of men's side leather shoes. The price of all heavy leathers chrome and bark tanned has reached such high levels that all orders are scrutinized and many held up awaiting replies as regards advance prices. Reports of from 2½ to 15 cents per pair show a wide range, but inquiry proves that the latter is now being obtained on certain grades.

The factory reserve order lists may vary some but all have booked a future business which will carry activity will into the new year irrespective of what more can reasonably be expected.

The warm goods season is now on the ebb, but factories are in receipt of duplicates requiring early shipments. The trade was slow in placing orders and those which came were comparatively small. This together with an early favorable spell of weather has caught the jobbers short, and the factories are rushed to satisfy urgent demands.

Manufacturers of men's slippers are forcing their plants to meet the holiday demands which season is altogether too near for those who are behind in their shipments.

New orders are few. Samples for the coming season are out and on the road. Absence of novelties is noted.

Ladies' and misses' footwear are in good demand and all localities are favored in proportion to their output. Orders for early shipments are largely for high button boots cut from Russia calf and white buck, which two lead the list, with white canvas also prominently mentioned. There are some who think fancy fabrics are "coming back," but case orders thus far do not indicate it. The men in the field are doing well, sample orders show a large increase, and orders for future shipment are also being secured.

The demand for children's shoes seems to increase notwithstanding the large volume which the factories have turned out since the year began. Ordinarily the trade will get a surfeit on any line of goods subsequent to a large production, but these shoes for little folks have passed into the hands of the consumers as fast they have been received.

The leather market reflects a condition of self control. The terms remain the same. The fact is leather dealers have not seen a time for years when the surplus stocks were so low as now, and as a day's demand often exceeds the receipts it is apparent that prices will not sag under those conditions.

Hemlock sole leather keeps up a steady pace, each day bringing about the same amount of business as its predecessor. Large orders are seldom taken and as rarely solicited, the average sale being about 2000 sides. Cable orders are about even with the record, and the steadiness which marks the foreign shipments is satisfactory to the tanners.

Oak and union leathers are so closely allied, that reports concerning their market conditions are quite similar. While the actual sales of union backs the past week were not equal to those of some preceding weeks, it occasioned no disturbing thought as the expert can approximate closely what the trade's demands will be, and reckon still closer what the output really is. Hence a dull week fails to excite anxiety.

Calf skins are meeting with that constant demand for which they have been proverbial since they came under the finishing touch of the tanners. To the older merchants it is about the only familiar upper leather referred to. As goes the men's shoe business, so goes calf skins. The blacks are in good request, but the colors are more so, and much delay is occasioned by the slow deliveries.

Side upper leather is being shipped as it comes in. The sales for the week showed a gain over the two previous ones and the effort to get a supply engrosses the buyers' constant attention. Colored chrome has orders awaiting its coming and the prospects are not as promising as the trade would like.

Trading in split leather has become as steady as in any upper leather. Reserve stocks no longer burden the market, as receipts are applied to orders as they arrive. The variety of uses splits are put to makes a demand for all weights and finishes. This is particularly true of colored splits for which the demand is much in excess of the output. The feather weights used for shoe linings, gussets, etc., have found a market which demands thousands of feet of it per week.

Patent calf has struck its normal trade again, and now buyers are obliged to wait for their supply. Patent kid is also finding a better business, although it never compared with calf or side leather as a free seller.

Patent side leather is active. Makers of both men's and ladies' shoes are demanding fair sized lots of it weekly, in addition to which is the foreign trade which still holds good.

Notwithstanding the reports that fabrics are coming back, the strength of the glazed kid market is manifested by the increasing business now being done by the dealers. A prominent kid dealer stated that the general condition was encouraging, and a steady development of the kid business was assured. This report was independent of the foreign demand which is now of considerable proportions.

GENERAL MANAGER HIGGINS RESIGNS FROM NEW HAVEN

NEW HAVEN, Conn.—General Manager Samuel Higgins of the New York, New Haven & Hartford Company, on leave of absence for several months past, has resigned, effective with the close of this year. In confirming this statement today President Mellen of the road said:

"It was with great regret I learned of this decision, although I fully appreciate the reasons which have actuated him and did not in consequence feel like urging him to consider further.

"As a result of this resignation H. J. Horn will be appointed a vice-president of the company in charge of its operating department effective the first of the year. The position of general manager will remain in abeyance for the immediate future."

Mr. Horn is secretary to the president.

WILL INCREASE THEIR SERVICE

CHICAGO—Besides continuing through winter their summer tourist trains, including new Rock Island northwestern trains between Chicago and Denver, western railroads have arranged for increased service, including Illinois Central's Panama Limited, Atchison's all-compartment Los Angeles weekly specials and New York Central lines' Chicago-Jacksonville train via Cincinnati has been inaugurated.

LACKAWANNA INDICTED

BUFFALO, N. Y. — The Delaware, Lackawanna & Western railroad was indicted here by a federal grand jury, on the charge of violating the Hepburn act. It is charged that the railroad carried hay from Black Rock and Buffalo to Scranton, Pa., where it was used in the coal mines owned by the railroad company.

UNITED SHOE INQUIRY IN CANADA

OTTAWA, Ont.—The new minister of labor, T. W. Crowthers, today gave instructions that the investigation into the operations of the United Shoe Machinery Company be taken up in Montreal next Monday. The proceedings will be largely a test case, being the first under the new act, and it will form a precedent for other similar actions.

ARGENTINE GRAIN ACREAGE

NEW YORK—Argentine's ministry of agriculture places the final estimate of the acreage sown this season in wheat at 17,242,000 acres, or 18 per cent more than last season. The linseed area is 12 per cent larger, while oats has increased 80 per cent.

NEW CAR EQUIPMENT

ST. LOUIS—The Missouri Pacific-Iron Mountain has placed an order for 2000 automobile and box cars. The American Car & Foundry Company will build 1500, and the Standard Steel Car Company 500.

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FISCAL YEAR'S OPERATIONS OF CHICAGO & ALTON

The Chicago & Alton Railroad Company has issued its pamphlet report for the fiscal year ended June 30 last. The income account compares with the previous year as follows:

	1911	Increase
Operating revenue	$14,592,519	$1,234,044
Operating expenses	10,446,636	1,806,428
Taxes	422,604	*24,829
Total exps. and taxes.	10,869,240	1,781,599
Net oper. revenue	3,723,279	*547,555
Inc. from investments	1,705	*1,203
Total	$3,724,984	*$548,758
Other income (def.)	715,101	245,358
Total net income	$3,009,883	*$794,116
Int. chgs., divs. an stks. of sub. cos. and discounts	2,852,409	120,397
Balance for divs.	$157,474	*$914,513
Dividends	408,466	*816,908
Deficit	$250,992	$97,605

*Decrease.

The previous surplus of the company amounted to $256,522, so that after deducting the foregoing deficit for the 12 months there was a profit and loss balance of $5530. Adding to this amount miscellaneous net credits totaling $39,061, brought the total profit and loss balance on June 30 last up to $44,591.

The report says that very satisfactory results have been accomplished in an industrial way, a large number of new industries having been located at different points along the company's line of road.

DIAMOND MATCH STOCK IS HIGHER

NEW YORK—Strength and activity in Diamond Match stock in Chicago is a reminder that the dividend rate is to be increased from 6 per cent to 7 per cent, beginning with the first payment in 1912.

For the first time this year Diamond Match stock sold, on Friday, for 106. On Saturday 106½ was bid. It has continued upward since then. With the dividend rate at 6 per cent, the return on a purchase at present prices would be about 5.6 per cent. But it must be remembered that with an increased rate, or extra dividend of 1 per cent, in 1912, the return on the investment would increase to over 7.5 per cent. Then, too, the company has earned an average of 12 per cent for the past six years, and the earnings for 1911 will equal nearly 13 per cent on the stock.

The company is in a stronger position now than ever before. Economies have been put into effect during the last year, and a greater margin of profit has been realized. For several years, up to 1909, the dividend rate was 10 per cent, and, although it is improbable that such a high rate will again be paid, the prospects are that in a few years stockholders will be receiving more than 7 per cent in dividends.

NEW FINANCING NOT PROBABLE

Although New England Telephone will spend in 1912 a total of $4,000,000 in new construction and has almost $4,000,000 of unfinanced construction installed during the current year, the prospects are that no securities will issue for many months to come. In fact the company will probably go through 1912 without sale of securities to the public. American Telephone has more money than it needs and one of the best uses it can make of its idle cash is to loan to New England Telephone. Further than that, American Telephone has filled the Massachusetts market full of its own stock and a further sale of $4,000,000 or $5,000,000 New England stock next year would be something of a burden.

LARGE STEEL ORDER PLACED

PITTSBURGH—Contract for 9400 tons of steel plates and construction work has been placed in Pittsburgh by city of Los Angeles, California, for a new water works system for that city.

Orders for more than 38,000 tons of structural steel have been placed during the past week by railroads, including orders for 5000 tons of steel for a new passenger station in Detroit, while bridges for railroads are taking 4800 tons.

NAVAL STORES

Turpentine continues to move only in a limited routine way, but the Savannah market is a shade higher, and local dealers are not quoting under 48c ex-yard.

Rosin—Only a limited routine movement into consuming channels is reported and the market has a quiet appearance with quotations nominally unchanged. The New York Commercial quotes:

Common $6.30, Gen Sam E $6.40, Graded B $6.50, D $6.55, E $6.65, F $6.70, G $6.75, H $6.75, I $6.80, K $7.05, M $7.10, N $7.15, WG $7.70, WW $7.70.

Tar and pitch—Jobbing parcels are moving moderately, and quotations remain unchanged at $5.75@6 for tar, and $4.25@4.50 for pitch.

Gossip in Realms of Finance and Industry

SPOKANE HAS GREAT SYSTEM OF INTERURBAN RAILWAYS

Said to Have More Miles of Car Lines Than Any City of Similar Population in United States and Canada —Construction Began 1902

SPOKANE, Wash.—Spokane has the third greatest system of interurban electric railways in the American continent, being exceeded only by Indianapolis and Los Angeles. The city also has more miles of street car lines than any other city of similar population in the United States and Canada. The Washington Water Power Company and the Spokane Traction Company occupy 92.71 miles of streets and operate 154.11 miles of track, or nine-tenths of a mile of street occupied by tracks for every 1000 population. The total investment by the two companies is $42,000,000.

Electric railway building in Spokane began in 1902. A. Bettis of Detroit, Mich., was the original promoter of the interurban electric road. He interested in his project F. A. Blackwell of Coeur d'Alene, Ida., who as the representative of the Howard Lumber Company of Pennsylvania, was attracted to the western country by the great timber reserves around Coeur d'Alene lake. Mr. Blackwell and his associates furnished the money, and, despite prophesies of financial disaster, the first interurban road was opened to traffic in the winter of 1903 and proved a dividend payer from the start.

Shortly before the completion of the Coeur d'Alene & Spokane electric road, Jay P. Graves, vice-president and general manager of the Granby Consolidated Mines & Smelting Company, entered into competition with the Washington Water Power Company for the street railway traffic of Spokane. Afterward he joined forces with Mr. Blackwell and the result was the organization of the Spokane & Inland Empire Railway Company with a capital stock of $30,000,000 and the construction of an interurban electric line from Spokane south to Rosalia and Palouse, Wash. Later the Palouse branch was extended to Moscow, Id., and the Rosalia branch was carried to Colfax, Wash.

The Coeur d'Alene & Spokane railway was absorbed by the Spokane & Inland Empire Electric Railway Company and the line was extended from Coeur d'Alene to Hayden Lake, Id., 42 miles, and a spur of 17 miles built to Liberty Lake, in the Spokane valley. Terminal facilities were acquired in Spokane by the organization of the Spokane Terminal Company, which, in turn, was absorbed by the Spokane & Inland Empire Electric Railway Company as the holding company. The system now has 175 miles of main line track and about 60 miles of spurs and sidings. It has the most modern equipment obtainable and is regarded by electrical engineers as one of the best built electric roads in America.

The company also owns and operates an immense electric power plant on the Spokane river, from which power is transmitted for the operation of the company's street and interurban railway systems. The plant is capable of generating 20,000 horsepower.

Spokane's interurban railway facilities were further extended by the Washington Water Power Company, then a $20,000,000 corporation, constructing a line from Spokane west to Medical lake, 18 miles, and later a branch line to Cheney, 11 miles, making a total of 250 miles of interurban electric road.

Foremost among the electric railway projects in the Pacific states is the Spokane & Inland Empire system, operating 235 miles of main lines and branches in eastern Washington and northern Idaho. When completed this system, now controlled by stockholders of the Great Northern Railway Company, will have extended its tracks into territory of several states not now reached by either steam or electrical lines, as well as to tidewater and the Columbia and Snake rivers.

The company operates a power plant at Nine Mile Bridge, where the waters of the Spokane river are harnessed to develop 12,000 electrical horsepower for operating railway lines and furnishing light and power. The development of this energy was accomplished by diverting the river from its natural channel, in itself an engineering feat of high order.

The dam is 70 feet thick at its base, and 225 feet in length, exclusive of the power house, which is 110 feet wide by 85 feet by 87 feet above low water mark. The river has an estimated flow of 12,000 cu. sec. feet. The dam creates a head of water 60 feet, also backing the river five miles, thus furnishing an immense storage which will carry large fluctuations of loads. The plant will accommodate four 5000 horsepower units, two of which have been installed. The generators are 3750 kilowatt three-phase, 2200 volt, 60 cycle alternators. The company also owns a power site just outside the city limits of Spokane, which may be developed in the future.

On the lines now in operation, the single phase system is employed. This is the first of its kind to be operated in the Northwest, and it is a success in every way. How it is viewed by electrical experts is probably best summed up in a statement by Geheimrath Wittfield, heading a royal commission of Germany, appointed by Emperor Wilhelm, who said, after inspecting the lines and power plants in Spokane, that what he and his associates had seen has more than repaid them for coming across the seas and continent, adding:

"Taken altogether the Spokane & Inland undoubtedly is the best equipped electric railway of equal mileage in the world."

The Washington Water Power Company also operates an electric street railway system in Spokane and furnishes light and power in Spokane, as well as to various mines over what is declared to be the longest high tension transmission line on the continent. The company has developed 16,000 of the 60,000 horsepower available at Post Falls and has plants in Spokane and at Little Falls. More than $17,000,000 already is invested in operating plants. In addition it has a 5000 horsepower auxiliary steam plant in Spokane.

The company is installing a power plant at Long Lake, 23 miles north of Spokane, where about $4,000,000 is being invested. The project includes 23 miles of standard gauge steam road, the highest "weir" dam in the world and four turbines, capable of developing 900,000 electrical horsepower, or equaling the capacity of five water wheels at Niagara Falls. The dam is 300 feet in length, 175 feet in height and 150 feet in thickness at the base.

MANY MILLIONS FOR IRRIGATION

NEW YORK—Three states and territories have invested $41,685,146 in irrigating works for promotion of agriculture. Yet it is but at its beginning. Although almost as old as occupation of country by aboriginees in Arizona, engineering science and government support have given to this ancient art an entirely modern standing. Still wider financial interest attaches because of extent to which public and corporate funds are going into work of redeeming the dry places of the earth.

Below are the returns for New Mexico, Washington and Arizona, whose combined area under irrigation was 1,113,543 acres in 1910:

	Irrigated farms	Irrigated acres	Irrigation costs
New Mexico	11,399	459,114	$9,019,908
Washington	7,405	334,378	15,014,090
Arizona	4,509	320,051	17,651,148
Total	23,313	1,113,543	41,685,146

Not land, but water, is the prerequisite of the irrigated districts. Water resources are measured by the number of acres which they can cover to the depth of one foot. Arizona, where the largest capital outlay has been made, of the three divisions, has between 3,000,000 and 4,000,000 acre-feet of water resources, sufficient for 1,000,000 acres of intensely cultivated land.

One feature of this question is of world-wide interest. Can the great Southwest, with its grand rivers and genial climate, grow cotton profitable under intensive systems of irrigated culture? If so, there may be a new era dawning for that fiber.

TIE TRADE GROWS IN LOS ANGELES

LOS ANGELES, Cal.—With the extension of the railways in this part of the country and the constant rebuilding of existing lines, the crosstie has become an important feature of the timber and lumber cargoes brought to Los Angeles at San Pedro harbor and Redondo beach.

Despite the handicap of a government duty, thousands of oak ties are brought in annually from Japan. A big proportion of the ties now being used are California redwood, and there are many pine ties.

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FINANCIAL NOTES

Illinois Central will spend $5,000,000 for a new passenger station on Michigan boulevard, Chicago.

Louisiana rice fields yield this year will be 15 per cent less than was anticipated.

Oregon will produce a record crop of wool and mutton next year, according to plans now being made by sheepmen in eastern part of the state.

Great Northern Railway has purchased 54 acres of land in northeast Minneapolis on which it will lay 32½ miles of track as an addition to its Minneapolis terminal.

Entrance of Philadelphia trust companies into clearing house is still hanging fire. Old objections of admission expenses and reserve requirements are being brought forward.

Preparations are under way for a great exodus of Standard Oil employees from 26 Broadway. Orders have gone out to employees of various concerns to be prepared to follows their positions to distant cities, some as far west as California.

Home Telephone Company of Albany, New York, and Commercial Telephone Company of Troy and United Message Company of Albany, independent telephone properties, are to become part of the Bell system in New York. A big telephone central building will be erected in Albany.

London cable says a number of new issues that have been awaiting more settled conditions will appear in near future. The offering of £5,000,000 Chilean bonds was greatly over-subscribed as soon as offered and furnishes a satisfactory test of investment conditions. Negotiations are under way for purchase of a large block of American railway short term notes.

COSTS OF THE CEREAL CROPS ARE COMPARED

NEW YORK—From a series of inquiries into costs of various crops and their corresponding market worth, the department of agriculture has reached some instructive conclusions regarding sources of net profits of our national agriculture. Especially in case of the principal cereals have the results been illuminating. According to these official figures, wheat, corn and oats occupy quite different positions in point of profit to the grower. Corn ranks first with a profit of 64 per cent, wheat next with 50 per cent, and oats last with only 29 per cent.

	Wheat	Corn	Oats
Value per acre	$16.48	$20.09	$14.08
Cost per acre	11.15	12.27	10.91
Value, less cost %	5.44	7.82	3.17
Excess value over cost	50	64	29
% rent to land value	6.3	6.3	5.4

These figures explain why the wheat acreage of the country tends, over certain periods of fairly good prices, to remain more or less stationary, and often to contract. By contrast, corn acreage tends to expand, because the cost of production is only 10 per cent greater than wheat, while the market value of corn per acre is nearly 22 per cent greater than that of wheat. It costs $1.12 more to grow an acre of corn, but the gross return is $3.61 an acre more than wheat and the net is $2.38 an acre more.

Yet all three of these crops have to be grown simultaneously, in spite of their different return. A virgin soil may grow one crop for a time, but sooner or later rotation must come, or the single crop will cease to pay expenses.

Wheat, corn and oats supplement each other in such a way as jointly to bring out the maximum return with lest impairment of the fertility of the soil.



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EUROPE'S WHALING PROFITS IMPROVE

The dividend of 34½ per cent just declared by the whaler Balaena of Dundee has attracted attention to the handsome profits at present being realized from this industry, which a few years ago was believed to be on the point of extinction, says the United States Consular and Trade Reports.

Last year the dozen or so of whalers which prosecute the fishing from Dundee had the most successful season experienced for two decades, and reports just to hand indicate that the Norwegian companies are also enjoying a high degree of prosperity. Norwegian whaling companies are also reaping enormous dividends in southwest African waters, and a German company has just been formed with a capital of £50,000 ($243,325) to participate in the industry there.

CANADA LUMBER IS USED IN CARS AND FURNITURE

ST. JOHN, N. B.—Statistics of the lumber purchased by furniture and car manufacturers in Canada in 1910 have been compiled by the forestry branch of the department of the interior: 117,893,000 board feet of timber were used, worth $2,987,210, at an average value of $25.35 per 1000; of this 65 per cent was naative wood at $20.82 per 1000 while the imported wood cost 33.86 per 1000. Ontario was the principal consumer, using over 50 per cent of the total amount. About one third was used in Quebec and the remaining 15 per cent was consumed in Nova Scotia. Prince Edward Island used a negligible quantity. The timber used in Ontario, both native and imported, was more expensive than in the other provinces, while Nova Scotia is a particularly cheap lumber province.

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(4) The stable character of the Company's business and its excellent credit and financial standing.
(5) The large margin of security will rapidly increase with the serial reduction of the debt.
(6) No other indebtedness except current accounts not due.
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THE CHRISTIAN SCIENCE MONITOR

Thanksgiving Number — 1911 — *Section Six*

BOSTON, MASS., WEDNESDAY, NOVEMBER 29, 1911

SURVEYING FORESTS IN 'LAND OF THE SKY' OF NORTH CAROLINA

Establishment of Southern Appalachian National Preserves Will Provide Free Scenic Playground

RUGGED MOUNTAINS

James Wilson, United States Secretary of Agriculture, Approves Plan After Visit to High Peaks

ASHEVILLE, N. C.—The work now being done by the forest service of the United States department of agriculture in making extensive examinations of lands in the southern Appalachian mountains under the provisions of an act of congress creating the national forest reservation commission, approved March 1, 1911, is in a large measure the result of a movement started at Asheville in the fall of 1899, when the Appalachian National Park Association was organized.

In December following, this association and the Appalachian Mountain Club of New England petitioned Congress to establish a national park at some place in the southern Appalachian mountains. The reasons set forth in the petition were indorsed by Secretary Wlison in his report and it is largely through his efforts that the present law was enacted.

The territory lying between the Blue Ridge and Great Smoky mountains known as Western North Carolina, or "The Land of the Sky," is the culmination of the Appalachian system in altitude, forest growth, scenery, water and climate and it is here that the government has the opportunity not only to protect the water sheds of navigable streams, but also to acquire cheap lands upon which can be grown the future hardwood supply of the eastern part of this country. The establishing of national forest reserves here will not only meet what President Roosevelt said was an economic need of the nation as a whole, but will provide, when properly developed and preserved, a region peculiarly beautiful and attractive, a great playground, a place for the recreation and pleasure of a large part of the people of this country.

A large portion of the lands that will be purchased by the government lie on the high mountains and are unsuited for any other purpose than that for which the government wants them.

If Congress had passed the bill introduced 10 years ago for the acquisition of these lands, the government would today be the owner of probably 1,000,000 acres from which could be cut ripe timber enough to pay for the lands and still carry out the purpose for the conservation of water and forest. Conditions are relatively the same now as then and when sufficient lands are acquired the government can, by building roads and trails and leasing sites for hotels and roadside inns, open up a section so beautiful and attractive that the original cost could be saved to the country in a few years by the people that would spend their summers here, but who now go to Europe at a greater expense and for less attractions in climate and scenery.

A million or two dollars invested in a great highway starting from the gates of the national capitol and running along the crest of the Blue Ridge into the heart of the Appalachian mountains—across the highest peaks east of the Rockies, with trails leading to beautiful water falls, with modern tourists' hotels situated at convenient points, where people could rest and enjoy mountain views unsurpassed in any country would, in the opinion of many, be a better investment than the same amount invested in a warship. While the primary purpose of the act authorizing the acquisition of these lands is for conserving the navigability of navigable streams, it is provided that "the lands of the states in which forests are located will apply as at present and the forests will be open to any one and every one." Fishing and hunting will not be interfered with "and the use of forests for all reasonable purposes, including recreation will be encouraged."

Secretary Wilson in his report on forests and forest conditions of the Southern Appalachian mountain region says in describing this section:

"The Blue Ridge, as it crosses Virginia southward, increases and holds its prominence and its individuality. As it passes into North Carolina it enlarges both vertically and laterally, widening out into a complex zone or belt of mountains, with a maximum width of about 70 miles in western North Carolina and east Tennessee, and contracting again toward its southern end. These mountains show none of the regularity exhibited by the Northern Appalachians, but, on the other hand, are composed of massive ranges and cross ridges and more or less isolated mountains, often with rounded, dome-like tops, in striking contrast with the sharp, regular, parallel, rock ridges of the more northern Alleghenies.

"Along the southeastern margin of this southern mountain belt is the Blue Ridge proper, which, as it crosses North Carolina, is a fairly well-defined mountain range, standing more than 3000 feet above the sea and rising in four peaks to more than 5000 feet, and in one—the Grandfather—to practically 6000 feet. Bordering this region on the northwest is a mountain range—the Unakas—somewhat higher, and in its southern portion more massive, but less continuous, than the Blue Ridge; less continuous for the reason that its course is cut across by half a dozen rivers, which rise on the Blue Ridge on the east, flow across this intervening mountain region, and cut through the Unakas in wild, deep gorges. Between these river gorges the segments of the Unakas are known by such local names as the Iron mountains, Bald mountains, and Great Smoky mountains. In southern Virginia the Unakas approach the Blue Ridge and practically merge with the latter into one irregular mountain range; southward, the two diverge. The Unaka range has 18 peaks rising above 5000 feet, and eight of these above 6000 feet. The Roan, toward its northern end, Mount Guyot and Clingman Dome, farther south in the Great Smoky mountains, reach altitudes, respectively, of 6313, 6636, and 6619 feet.

"Extending out from the two great irregular mountain borders, the Blue Ridge and the Unakas, into the elevated region between them and connecting them in places are a series of more or less interrupted cross ridges, which have altitudes comparable to and in one case (the Black mountains) greater than those of either the Blue Ridge or the Unakas. And these interior ridges are spearated by high, but deep and generally narrow, irregular valleys.

"Standing on any of these elevated mountains one may see stretching out in either of several directions an endless succession of mountain ridges and mountain peaks. A remarkable succession of these ridges and peaks is seen from Grandfather mountain in North Carolina, looking southwest. Hundreds of such vistas, from as many peaks, open out before the traveler through this region. In every direction the splendid hardwood forests cover and protect the mountain slopes and the countless springs of water which flow from them as the sources of great rivers.

"Some of these ridges, like the Black mountains, are short, but high and massive and terminate abruptly. Others are longer and lower and slope gradually down to the adjacent valley or rise from a lower gap to another still higher ridge. All are more or less irregular both in their courses and their elevation. Most of them have peaks rising from their tops, but not a few have fairly uniform crests. Some of these peaks like the Grandfather are sharp, rugged and rocky; others like the Roan or the "Balds," are rounded domes whose tops are covered only with grass and rhododendron, while still others equally tall

(Continued on page two)

TIMBER ON WHITESIDE MOUNTAIN



Different altitudes show varying seasons and foliage

MONTREAL SPENDING MILLIONS ON HARBOR BACKED BY DOMINION

Government and People of Canada Expect to Make City on St. Lawrence Greatest Port on Continent

COMMISSION IS BUSY

Deepening of Channel to 35 Feet, Will Take Three or Four Years—Several New Steamer Lines Operating

MONTREAL—Six million dollars has been expended in the last two years on improvements in connection with Montreal's harbor. The harbor commissioners have plans under way which will involve the expenditure of six millions more within the next two years, but they do not intend to stop there. The commissioners, backed up by the government and the people of Canada, are determined to make the port of Montreal the greatest on the continent, and to make the St. Lawrence route the busiest, safest and most popular in the new world.

It is only within five or six years that Montreal's harbor has been coming into her own. Before that time an unwieldy board of commissioners sought to administrate the affairs. The men were appointed largely for political reasons, and as is too often the case in such instances, were unfitted to look after the needs of the harbor. At length the unwieldy board was abolished and a commission of three appointed. These men are all alert, shrewd business men, thoroughly alive to the needs of the harbor and its relation to the development of Canada. When appointed by the government they visited every great port in Europe and America, consulted the best engineers in the world, and brought over a number of experts to study the situation at first hand and to make a report of their findings. The commissioners consulted all classes of business men, shippers, steamship companies, railroad men, and everybody else who could throw any light upon the needs of a great national port.

This preliminary work took nearly two years. The plans submitted for approval were adopted after careful revision. They cover harbor development and improvements which will require 12 years to complete. At the outset the Dominion government voted $18,000,000 to help on the good work, one third of which has disappeared within the first two years.

At the same time that this money was being spent on new docks, piers and elevated railways in connection with the harbor itself a fleet of dredges has been deepening the St. Lawrence channel from Montreal to the sea. Today, although Montreal is located 1000 miles from the Atlantic ocean, the St. Lawrence is said to be the best lighted, the best buoyed and the safest channel of its kind in the world. It has a maximum depth of 30 feet from Montreal to tidewater and is so well lighted and buoyed that ships of 15,000 tons burden come from Quebec to Montreal, the worst part of the channel, by night.

The commissioners and government have now commenced the task of deepening the channel to 35 feet and expect in another three or four years to make it this depth.

To show their appreciation of the improvements which have taken place in connection with the channel and harbor, and also to reap their share of the tens of thousands of emigrants who are flocking to Canada, three or four new lines commenced to use the St. Lawrence route within the past two years. Two years ago the White Star inaugurated their service with the Megantic and the Laurentic boats, with 15,000 tons displacement. A year ago the Canadian Northern Steamship Company made its first bow to the Canadian trade by putting on the Royal Edward and Royal George, two fast and splendidly equipped boats. This year the Cunard line inaugurated a service to Montreal. In addition the Canadian Pacific Steamship Company, the Allan line, Thompson line, Donaldson line and others have been increasing the number and size of their boats.

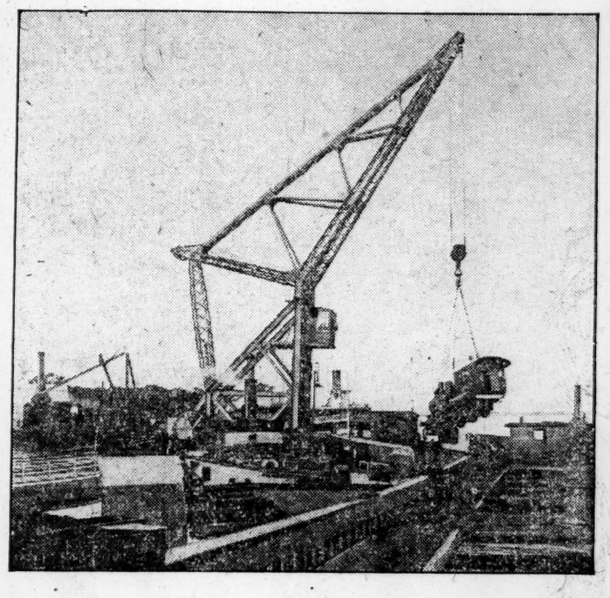
The harbor development has already changed the appearance of the port. The whole water front is owned by the government, which has turned it over to the commissioners for improvement. The plans cover the building of elevators, wharves, docks steel warehouses, elevated railroads, a dry dock and a ship repair plant. In their plans they must cater to the needs, not only of the ocean-going vessels which dock at Montreal, but also to the needs of the inland vessels which bring down grain, lumber and other products from the interior of the country.

At Montreal ocean-going vessels 1000 miles from the sea meet with vessels which have come down through 1400 miles of inland waters. Last year there were loaded and unloaded over 5000 sea-going vessels with a tonnage of over 5,000,000 tons, while over 25,000 inland vessels loaded and unloaded a tonnage of over 6,000,000. Montreal has already taken the bulk of the wheat export business from New York, and is doing all in its power to still further facilitate the handling of grain in this port, and thereby capture the entire wheat export business.

At the present time a new grain elevator, with a capacity of 1,772,000

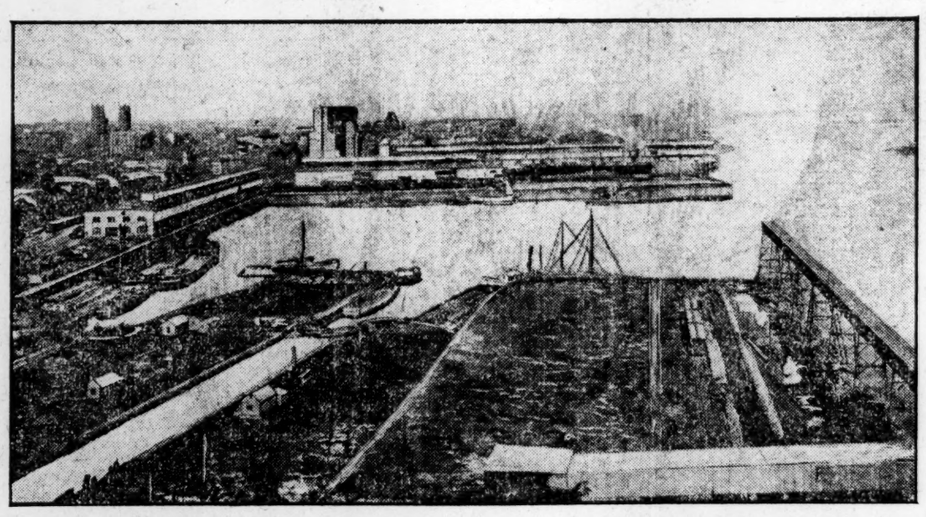
(Continued on page two)

FLOATING CRANE, MONTREAL HARBOR



Great labor-saving device shown lifting a 75-ton locomotive

LOOKING ALONG WATERFRONT AT MONTREAL



Entrance to the Lachine canal at left—Much of river line is transformed by dry dock, elevator, railway and other construction

WINNIPEG TESTING MUNICIPAL CONTROL OF PUBLIC UTILITIES

Canadian City Operates Telephone and Water Service and Is Negotiating for Street Railway Plant

SETTLERS ASSISTED

Imperial Home Reunion Association Gives Immigrants Aid in Bringing their Families to Dominion

WINNIPEG, Man.—There is one important respect in which Winnipeg offers a practical example to other cities, and that is in the municipal ownership of public utilities. The telephone system, owned and operated by the government, is considered one of the best on the continent. To obtain a waterworks system unequaled by any city of its size, Winnipeg rejected river and lake sources and sank a number of artesian wells yielding a flow of more than 15,000,000 gallons every 24 hours, from several hundred feet beneath the surface.

An auxiliary to the regular system for purposes of street flushing and fire protection is a high pressure plant pumping water from the Red river through special mains with a capacity of 9000 gallons a minute. The rate at which water is sold by the city is $4.50 a year for four rooms and 30 per cent increase for each additional room. The Winnipeg water works system has so far cost the city a little over $6,000,000, including the fire fighting system.

The city is now in negotiation with the Winnipeg Electric Company with the object of acquiring the electric railways, power and lighting systems, and indications point to an early transfer of these franchises to municipal ownership. Difficulties with the electric company led to an appropriation of $3,000,000 for a municipal power plant located at Point du Bois on the Winnipeg river, 60 miles from the city. The plant is now about completed and the current has just been turned on. This plant will be used for light, heat and power, and has cost $4,400,000. A natural water fall of 32 feet was increased by a 47-foot dam, making a lake of 6000 acres. The total power available without storage is 60,000 horsepower which can be increased to 100,000 horsepower.

Before long Winnipeg will own the gas plants, an appropriation for this purpose having already been voted. The city owns and operates an asphalting plant, a stone quarry and a large establishment for laying granolithic walks. More than 70 miles of asphalt pavements and 100 miles of concrete sidewalks have been laid. The garbage of the city is collected by the street department and burned in municipal incinerators.

One wonders that more cities of the better class do not have a city planning association, such as that which is working out Winnipeg's future, and which is composed of the most influential, public-spirited citizens. Its motto is "No slums, no sweated labor, equal opportunity, justice and charity, prevention rather than cure."

In addition to 29 parks with a total area of 506 acres, the city has public bath houses and gymnasiums and a number of spacious recreation grounds. Working in conjunction with the City Planning Association is the Winnipeg development and industrial bureau, an organization of business men engaged in laying the foundation for a city that in 25 years will have, perhaps, 1,000,000 inhabitants.

A few months ago there was organized here the Imperial Home Reunion Association to enable British settlers who were compelled to leave their families behind when they came out to the Canadian west, to bring their wives and children over to join them. In the few months the association has been in operation 150 applications were granted and the transportation of over 400 persons was provided for. The association is sustained by a guarantee fund furnished by 20 prominent citizens and the money to enable worthy British settlers to send for their families is loaned to them without any security and so far not a man has defaulted. The project points a new development in the immigration problem of western Canada. Imperial in spirit, scope and possibilities it promises to elevate the citizenship of the western provinces and benefit Canada as a whole.

ABOVE THE CLOUDS ON CRAGGY MOUNTAIN NEAR ASHEVILLE, N. C.



(Copyright 1910 by H. Pelton, Asheville, N. C.)

A characteristic view in the southern Appalachian ranges where government is to preserve big tracts of forest



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Keene, N. H.....W. L. Goodnow Co
Keokuk, Iowa.....Bode-Larson Shoe Co
Kilmarnock, Scotland.....Saxone Shoe Co., Ltd
Kimberley, So. Af..W. M. Cuthbert & Co., Ltd
King Williams Town, Cape Colony, So. Af.,
W. M. Cuthbert & Co., Ltd
Kokstad, Cape Colony, So. Af.,
W. M. Cuthbert & Co., Ltd
Krugersdorp, So. Af..W. M. Cuthbert & Co., Ltd
Lausanne, Switz.....F. J. Parkos
Leeds, Eng.....Saxone Shoe Co., Ltd
Lemberg, Aus.....B. Fassel
Lewiston, Me.....Morrell-Prince Shoe Co
Lewistown, Mont.....Chas. Lehman & Co
Lexington, Ky.....The Special Shoe Co
Liberty, N. Y.....H. J. Sarles Co
Lincoln, Neb.....Rogers & Perkins Co
Littleton, N. H.....E. H. Gould
Liverpool, Eng.....Saxone Shoe Co., Ltd
Lockport, N. Y.....Jas. K. Perry & Co
London, Eng., 57 Strand, W. C.,
Saxone Shoe Co., Ltd
London, Eng., 5 Coventry St., W.,
Saxone Shoe Co., Ltd
London, Eng., 145 High St., Kensington, W.,
Saxone Shoe Co., Ltd
London, Eng., 6 Cheapside, E. C.,
Saxone Shoe Co., Ltd
London, Eng.....Jas. Spence & Co., Ltd
London (West), Eng.....Sorosis Shoe Co., Ltd
Regent House, Regent St.
London, Eng., 81 Brompton Rd.,
Sorosis Shoe Co., Ltd
London, Eng., 19 Westbourne Grove,
Sorosis Shoe Co., Ltd
Louisiana, Mo.....Russell Williams
Louisville, Ky.....Levy Bros
Louisville, Ky....The Stewart Dry Goods Co
Lourenco Marques, Portuguese E.A.....Tobler & Co
Lucerne, Switz.....A. Coulin, 8 Kapellplatz
Lynchburg, Va.....Kinckle Shoe Co
Lyons, N. Y.....E. Sautter
Macon, Ga.....Renfroe-Ellis-Permenter Co
Madera, Cal.....Rosenthal & Kutner
Malone, N. Y.....F. W. Lawrence Co
Manchester, Eng.....Saxone Shoe Co., Ltd
Manchester, Mass.....Walter B. Bell
Manila, P. I.....Roberts & McCrory
Manistique, Mich.....Ekstrom & Nelson
Mankato, Minn.....Louis Janda
Mannington, W. Va.....Basnett & Mockler
Marion, Ohio.....Kleemaier Bros
Marlboro, Mass.....D. W. Cosgrove & Co
Memphis, Tenn.....Bry-Block Mer. Co
Meran, Aus.....Berthold Fassel
Care of American Shoe Co., Ltd
Meridian, Miss.....Marks-Rothenberg Co
Miami, Fla.....W. M. Burdine
Middlesbrough, Eng.....Saxone Shoe Co., Ltd
Middlesborough, Ky....T. H. Campbell & Bros
Middletown, N. Y.....A. Samuels
Minneapolis, Minn.....The Dayton Company
Minot, N. Dak..."The Fair," E. Ellison & Sons
Mitchell, S. Dak.....Joe Burg Shoe Co
Mobile, Ala.....J. J. Damrich
Monmouth, Ill.....Jean C. Aiken Co
Monongahela, Pa.....Jno. F. Peterson
Monroe, N. Y.....S. Sanderson & Son
Monterey, Cal.....Bertold Shoe Co
Montgomery, Ala.....The Montgomery Fair
Montreaux, Switz.....F. J. Parkos
Monticello, N. Y.....John J. Burns
Montreal, Que.....Geo. G. Gales & Co
Morgantown, W. Va..The Acme Dept. Store, Inc
Morristown, N. J.....John J. Romeih
Morrisville, Vt.....W. F. Benson
Moscow, Rus., Au Carnaval de Venise..F. Mader
Mt. Pleasant, Pa.....M. Miller & Bro
Mt. Sterling, Ky.....W. H. Berry & Co
Mt. Vernon, N. Y.....A. L. Rice & Co
Munich, Ger.....Barthman Bros
Nashville, Tenn.,
The Castner, Knott Dry Goods Co
Natick, Mass.....C. E. Buckley
Newark, N. J.....Hahne & Company, Inc
Newcastle-on-Tyne, Eng...Saxone Shoe Co., Ltd
New Bedford, Mass.....Lucas Shoe Co
New Haven, Conn.....Sorosis Shoe Co
New Iberia, La.....Kling Bros
New Milford, Conn.....G. G. Barton
New Orleans, La.....Cahn & Wachenheim
Newport, N. H.....Fred Gamash
New Richmond, Wis.....The Arnquist Mer. Co
New Rochelle, N. Y.....William Kahn
Newton, N. J.....Roof & Snyder
New York, N. Y.....Sorosis Shoe Dept
Care of Jas. McCreery & Co., 23d St
New York, N. Y.....Sorosis Shoe Dept
Care of Jas. McCreery & Co., 34th St
Niagara Falls, N. Y.....D. Lynch & Sons
No. Abington, Mass.....C. B. Stevens Co
Norfolk, Va.....Miller, Rhoads & Swartz
Northampton, Mass.....Williams Shoe Co
North Bend, Ore.....A. W. Myers & Co., Inc
Northfield, Minn.....Reynard & Wade
Norwalk, Ohio.....The C. F. Jackson Co
Norway, Me.....E. N. Swett Shoe Co
Norwich, Conn.....The Jas. F. Cosgrove Co
Nottingham, Eng.....Saxone Shoe Co., Ltd
No. Yakima, Wash.....The Emporium, Inc
Oakland, Cal.....Kahn Bros
Ogdensburg, N. Y.....Sherwell & Fraser
Oklahoma City, Okla.....Sorosis Shoe Dept
Care of The Mellon Co., Inc
Olympia, Wash.....Harris Dry Goods Co
Omaha, Neb.....Decatur & Beegle
Care of Sorosis Shoe Store
Oneida, N. Y.....C. Fred Campbell
Oneonta, N. Y.....Gardner & Stevens, Inc
Orange, Mass.....Cope & Felton
Orlando, Fla.....F. N. Wentworth
Oskaloosa, Iowa.....Clendenon & Co
Ossining, N. Y.....Charles T. Knapp
Oswego, N. Y.....Franklin A. Coon
Ottawa, Ont.....A. J. Stephens & Son
Ottumwa, Iowa.....Roy E. Stewart
Owatonna, Minn.....William Mork
Owosso, Mich.....Thome & Frisbie
Paducah, Ky.....Harbour Dept. Store Co
Palo Alto, Cal.....Thoits Bros
Panama, Rep. of Panama...Eisenmann & Eleta
Paris, France, 52 Rue St. Lazare,
Saxone Shoe Co., Ltd
Paris, France, 5 Boulevard de la Madeleine,
Saxone Shoe Co., Ltd
Paris, Ky.....Geo. McWilliams
Parkersburg, W. Va.....Locke Bros
Pasadena, Cal.....The Morse Shoe Co
Paterson, N. J.....Sorosis Shoe Co
Pendleton, Ore.....R. Alexander
Peoria, Ill.....Charles Dechale & Co
Petoskey, Mich.....S. Rosenthal & Sons
Philadelphia, Pa.....Sorosis Shoe Co
Pietermaritzburg, So. Af.
W. M. Cuthbert & Co., Ltd
Pittsburgh, Pa.....McCreery & Co., Inc
Pittsburgh, Pa.....Sorosis Shoe Co., 214 6th St
Pittsfield, Mass.....England Bros
Plainfield, N. J.....A. E. Giddes
Plymouth, Eng.....Saxone Shoe Co., Ltd
Plymouth, Mass.....B. P. Buck
Pontiac, Ill.....Julius Barnett
Port Chester, N. Y.....E. V. Brophy
Port Elizabeth, So. Af..Bisseker, George & Co
Port Elizabeth, S.Af..W. M. Cuthbert & Co., Ltd
Portland, Me.....Sorosis Shoe Dept
Care of Rines Bros. Co
Portland, Ore.....Knight Shoe Co
Potsdam, N. Y.....E. E. Olmstead
Pottsville, Pa.....John J. Raring
Prague, Austria.....Berthold Fassel
Prairie du Chien, Wis.....Frank Vanek
Preston, Eng.....Saxone Shoe Co., Ltd
Pretoria, So. Af....W. M. Cuthbert & Co., Ltd
Providence, R. I.....Sorosis Shoe Dept
Care of The Shoolroy Company
Prineville, Ore.....R. L. Jordan & Co
Pt. Jervis, N. Y.....Munnich Bros
Pt. Townsend, Wash.....C. H. Olberg
Puerto Barrios, Guatemala, C.A..Salvador Almer
Putnam, Conn.....Chester M. Elliott
Quebec, Can.....Leonard Bros
Queenstown, Cape Colony, So. Af.,
W. M. Cuthbert & Co., Ltd
Racine, Wis.....Thos. F. McGraw
Rangoon, Burma.....Rowe & Co
Reading, Mass.....A. D. Gordon
Reading, Pa.....Lord & Gage
Red Bank, N. J.....Ford & Miller
Redding, Cal.....Sechrist & Co
Redlands, Cal.....The Boston Shoe Co
Reno, Nev.....Cleator-Dexter Co
Richmond, Ind.....The Teeple Shoe Co
Ridgway, Pa.....Smith Bros. Co
Roanoke, Va.....Roanoke Shoe Co
Rochester, Minn.....Blakeley & Kennedy
Rochester, N. H.....Feineman Bros
Rochester, N. Y.....Sorosis Shoe Co
Care of McCurdy & Norwell Co
Rockford, Ill.....Kullberg & Faulkner
Rockland, Mass.....C. L. Stevens Co
Rome, Italy.....A. Tufano, 346 Corso Umberto
Roseburg, Ore.....R. L. Stephens
Roswell, N. Mex.....Price & Company
Rumford Falls, Me.,
C. H. McKenzie Mercantile Co
Rutland, Vt.....Clauson Shoe Co
Sacramento, Cal.....The Bootery, Inc
Salamanca, N. Y.....Fitzgerald Bros
Salem, Mass.....Almy, Bigelow & Washburn
Salisbury, Rhodesia, So. Af.,
W. M. Cuthbert & Co., Ltd
Salt Lake City, Utah.....Gray's Shoe Dept
San Diego, Cal.....E. M. Roberts & Co
San Francisco, Cal.....Sorosis Shoe Dept
Care of D. Samuels, The Lace House
San Jose, Cal.....Noble's Shoe House, Inc
Santa Cruz, Cal.....Walsh-Mellott Co
Santa Rosa, Cal.....Healey Shoe Co
Saratoga Springs, N. Y.....John W. Emery
Sault Ste Marie, Mich....W. F. Ferguson & Co
Schenectady, N. Y.....Lindsay Bros. Co
Scottdale, Pa.....M. Miller & Bro
Scranton, Miss.....W. M. Canty
Scranton, Pa.....Cleland-Simpson Co
Seattle, Wash..The MacDougall & Southwick Co
Selma, Cal.....Kutner-Goldstein Co
Sheffield, Eng.....Saxone Shoe Co., Ltd
Shenandoah, Pa.....John Raring
Sikeston, Mo.....The Farmers' Supply Co
Singapore, India.....John Little & Co., Ltd
Skowhegan, Me.....A. E. Bisson & Son
Somerville, N. J.....Thomas Cohen
Spokane, Wash.....The Crescent Dry Goods Co
Springfield, Ill.....B. H. Luers & Sons
Springfield, Mass.....Charles E. Lynch
Stamford, Conn.....W. H. Jerman & Co
Statesville, N. C.....S. Stevens Co
Staunton, Va.....McH. Holliday
St. Albans, Vt.....F. M. Spaulding
St. Augustine, Fla.....Estes Shoe Store
St. Catharines, Ont.....Burleigh & Donnelly
St. John, N. B.....Waterbury & Rising, Ltd
St. Johnsbury, Vt..The Berry-Ball Dry Goods Co
St. Joseph, Mo.,
Townsend & Wyatt Dry Goods Co
St. Louis, Mo.....Sorosis Shoe Dept
Care of Scruggs-Vandervoort-Barney
Stowe, Vt.....H. E. Shaw
St. Paul, Minn.....Field, Schlick & Co
Sunderland, Eng.....Saxone Shoe Co., Ltd
Superior, Wis.....Schiller Shoe Co
Sydney, N. S. W., Australia...Mrs. McGuire, Ltd
Syracuse, N. Y.....Sorosis Shoe Dept
Care of The Hunter, Tuppen Co
Tacoma, Wash.....The People's Store Co
Terre Haute, Ind.....Root Dry Goods Co
Toledo, Ohio.....Sorosis Shoe Dept
Care of Lion Dry Goods Co
Topeka, Kan.....The Warren M. Crosby Co
Toronto, Ont.....Toronto Shoe Co
Torrington, Conn.....H. R. Little & Co
Trieste, Austria.....Berthold Fassel
Trinidad, Col.....The Famous Dept. Store Co
Troy, N. Y.....G. V. S. Quackenbush & Co
Tulsa, Okla.....Heed Mercantile Co
Tuscaloosa, Ala.....Neilson-Smith Shoe Co
Ultenhage, So. Af.....Bisseker, George & Co
Umtata, Cape Colony, So. Af.,
W. M. Cuthbert & Co., Ltd
Utica, N. Y.....Sorosis Shoe Dept
Care of John A. Roberts & Co
Valdosta, Ga.....Oliver & Grimes
Valley City, N. Dak.....The John D. Gray Co
Vancouver, B.C.The Edward Stark Shoe Co., Ltd
Vicksburg, Miss.....Brown & Baer
Victoria, B. C.....G. D. Christie
Vienna, Austria, 1 Tegetthoffstrasse 2,
Berthold Fassel
Vienna, Aus., Vienna VI Marishilferstrasse 51,
Berthold Fassel
Virginia, Minn.....Minnesota D. G. Co
Wabash, Ind.....Bechtol Shoe Co
Warren, Pa.....C. H. Smith Co., Ltd
Washington, D. C.....Sorosis Shoe Co
Waterbury, Conn..The Colby-Sherwood Company
Waterville, Me.....W. S. Dunham
Waukegan, Ill.....L. J. Yager
Webster City, Iowa....Chas. T. Smith & Son
Westboro, Mass.....F. J. Butler
Wichita, Kan..Wallenstein & Cohn Dry Goods Co
Wilmington, Del.....Morris Levy
Winchendon, Mass.....R. C. Sparhawk
Winnipeg, Man.....Quebec Shoe Co
Winsted, Conn.....F. J. Stone
Winston-Salem, N. C....Meyers-Westbrook Co
Woodstock, Ont.....John Agnew, Ltd
Worcester, Mass.....Sorosis Shoe Dept
Care of Barnard, Sumner & Putnam Co
Yonkers, N. Y.....Jas. T. Reed
Zurich, Switz.,
R. & C. Bosshart & Co., Rennweg 8, Am Paradeplatz

"BACK-TO-THE-FARM" MOVEMENT IS TAKING HOLD OF RHODE ISLAND

PROVIDENCE, R. I.—The "back-to-the-farm" movement has reached the smallest state in the Union. Rhode Island is awaking to the fact that her neglected acres, abandoned because of the exodus to the cities during the industrial epoch that placed the commonwealth among the leaders for manufacturing are richly productive when intelligent methods are applied.

While it is not generally known it is a matter of statistics that the average acreage income in Rhode Island is above that of any other state. We are told it is $33.80 a year, with Massachusetts second on the list and Connecticut third.

These figures are true by virtue of the fact that Rhode Island is the nation's most densely populated state, in proportion to its area, and this immense population has constituted a steady market for the tiller of the soil and the fisher of the sea.

Progressive farmers of this and other states are becoming convinced that a small and well cultivated farm in Rhode Island, where all the lands are near large and prosperous cities and where the market is practically unlimited because it is largely supplied from other states, is a better proposition than a large farm in new and untried territory, far from town and practically barred from the markets of the world.

Steam and electric railways cover the state of Rhode Island with their steel arms, radiating from Providence and the other mill cities. No corner is so remote that it is more than a few miles from rail transportation. Facilities for shipping farm produce, or for hauling it direct to market over good roads are unexcelled.

It must not be supposed that Rhode Island has no farms that are profitably cultivated today. Indeed it is largely on account of the success of those who have devoted their talents to the soil that so wide an interest is being awakened in the agricultural possibilities of the state.

One of the best-known farming communities of the state at the present time is that surrounding Portsmouth. Here corn, potatoes, apples, peaches, beets, onions, peppers and many other grains, fruits and vegetables are grown in a variety not unlike the products of the great agricultural states of the West. It is said much of the farm land in this vicinity is worth $200 an acre.



Wagons loaded with produce from the farms in public market at Providence

One woman has done what many men have failed to do. Prof. Howard Edwards of the state agricultural college cites her as an example when pointing out the possibilities of market farming in this state. This woman farmer has a dairy of 47 cows and because of the reputation she has gained for the cleanliness of the milk from her herds it sells at the top price of 10 cents a quart.

This woman not long ago turned an old stony pasture into a luxuriant cornfield, much to the chagrin of neighbors who insisted that nothing but failure could result from the attempt.

A "Johnny-cake" loving public is just beginning to find out that the best corn meal for making this delicacy is raised in Rhode Island. Since the discovery by summer visitors quite a market has been opened up in New York, Chicago and other centers, for Rhode Island corn meal but the opportunities along this line are said to be unlimited if more of the corn were produced and systematically advertised.

This corn has ears that are filled with kernels to the very tip and no space is wasted at the big end of the cob. A peculiarity is that the stem is so small that it is called by the natives "Pipe-stem" corn.

Small farms of 4 acres and less are the rule in Rhode Island, but there are some great estates owned by wealthy outsiders. In the town of Portsmouth Alfred G. and Reginald Vanderbilt have fine farms of several hundred acres each. Perhaps the finest farm in the state; certainly if we consider it from the point of view of stock raising, is that of Henry A. C. Taylor of New York and Newport, also in Portsmouth. Not only is the farm an inspiring landscape of meadow, sea and river, but it also has one of the most noted herds of Guernsey cattle in the world.

With these instances of success in farming in Rhode Island, it seems almost incredible that land can be purchased in some sections for from $10 to $20 an acre. Much of this ground was once under a high state of cultivation, but industry and the migration of the younger element to the West have left the countryside deserted.

An examination of these lands and an investigation into what has been done with the same kind of soil in nearby communities will convince the most skeptical that the opportunity for money making on a small Rhode Island farm is waiting for the right man. The increase in value, along with the crops that it has been proved can be raised, means a steady income and a big profit to the careful, modern skilful handler of the plow.

One of the greatest factors in bringing to light a knowledge of the real worth of Rhode Island farming lands has been the state agricultural college at Kingston. Quietly and without blowing of horns, the school has gone steadily ahead with tests and experiments that have had a certain and salutary effect. Today at the beginning of what appears to be a great revival of agriculture in the state the college finds itself the center of many inquiries, the right to answer which it has well earned by its utility in the past.

SURVEYING FORESTS IN "LAND OF THE SKY"

(Continued from page one)

and massive, like the Blacks and the Great Smokies, are heavily forest covered to the summit.

"The haziness of the atmosphere, which has found expression in the names 'Blue Ridge' and 'Smoky Mountain,' often limits the distance of distinct vision, but it combines with the forest cover to soften the details and to render this southern Appalachian landscape attractive beyond comparison. This succession of ridges and peaks, seen through it from an eminence, rising one above and beyond another for 50 or 100 miles or more, impresses upon the observer in a manner not to be forgotten the vastness of this region of mountains. It has 46 peaks, a mile or more apart, and 41 miles of dividing ridges, which rise above 6000 feet; 288 additional peaks and 300 miles of divide rise more than 5000 feet above the sea.—These are not only the greatest masses of mountains east of the Rockies; they are the highest mountains covered with hardwood forests in America.

"This region, thus unique in its position, in its mountain features, in its forests, and in its climate, stands grandly out as the greatest physiographic feature in the eastern half of the continent.

"Between these groups of mountains and far below them, though still at an elevation of 2000 feet or more above the sea, are numerous narrow valleys of this region. They border the numberless streams and are generally more extensive nearer the sources of these streams, and hence nearer to the Blue Ridge than the Unakas. As a rule they vary in width from a few hundred feet to as many yards. Some of the most notable of these valleys, reaching a width of two to five miles in places, are those on New river in Virginia, on the French Broad above Asheville, on the Tennessee river in southwestern North Carolina, and about the headwaters of the Coosa and other rivers in Georgia. As these streams approach and cut through the mountain borders of this region they run in deep gorges, the full width of which is often occupied by the streams.

"Considering the forests of the region as a whole, there is a striking uniformity about their general features, especially in the valleys and along the lower slopes, and yet everywhere there is variety. The fact is well illustrated by the list of 137 species of trees and a still longer list of shrubs growing in this mountain region.

"But the greatest variations in these mountain forests are observed in connection with the differences in elevation.

"Thus in ascending any of the higher mountains, as Mitchell, which with its elevation of 6711 feet, is the loftiest of them all, one may penetrate, in the rich and fertile coves about its base, a forest of oaks, hickories, maples, chestnuts, and tulip poplars, some of them large enough to be suggestive of the giant trees on the Pacific coast. Higher up one rides through forests of great hemlocks, chestnut oaks, beeches and birches, and higher yet through groves of spruce and balsam. Covering the soil between these trees is a spongy mass of hunus sometimes a foot and more in thickness, and over this in turn a luxuriant growth of shrubs and flowers and ferns. At last, as the top is reached, even the balsams become dwarfed, and there give place largely to clusters of rhododendron and patches of grass fringed with flowers, many of them such as are commonly seen about the hills and valleys of New England and southern Canada.

"In such an ascent one passes through, as it were, the changing of the seasons. Halfway up the slopes one may see, with fruit just ripening, the shrubs and plants the matured fruit of which was seen two or three weeks before on the Piedmont plateau, 3000 feet below; while 3000 feet higher up the same species have now just opened wide their flowers. Fully a month divides the seasons above and below, separated by this nearly 6000 feet of altitude."

Speaking of the streams that have their source in these mountains, Secretary Wilson goes on to say:

"I cannot adequately describe the beauty and infinite variety of these mountain brooks and larger streams. Always clear, except immediately after the harder rains—for the forests hold back the soil—fed regularly from perpetual springs, they are among the important assets of the South.

"No gorges in eastern America can equal in depth and wildness those carved across the Blue Ridge and the Unakas by these streams in making their way through the marginal ranges of the southern Appalachians. About the headwaters of the Catawba, the Linville river, after flowing for some miles parallel with the Blue Ridge, at an elevation of 3800 feet, rushes down its eastern slope with a fall of 1000 feet in less than three miles, through a gorge 1500 to 2000 feet in depth, a dozen miles in length, and with wall so steep and bottom so narrow and rugged that few persons have succeeded in following its course."

In making the investigations from which his conclusions were drawn, Secretary Wilson not only displayed the Welsh characteristic for thoroughness, but also manifested the spirit of the modern Missourian; and climbed to the top of the highest peak east of the Rockies in order to see for himself this wonderful section and it was in part upon personal investigation that he based his report.

It is generally believed that the government will be able to buy lands needed in this section at a satisfactory price; and if local conditions are considered in handling the question of title and mineral reservations, we will soon begin to see the fruition of this measure which is not only state wide but national in its benefits.

MONTREAL SPENDING MILLIONS ON HARBOR BACKED BY DOMINION

(Continued from page one)

bushels is nearing completion. This will be the largest transfer grain elevator in the world, being 313 feet long, 100 feet wide and 230 feet high and will be constructed in such a way that it can be enlarged to hold an additional 800,000 bushels. Fourteen steel sheds have already been completed, where 150,000 tons of freight can be stored and handled weekly. These steel structures are double storied and surmounted by a grain conveyer. It is the intention of the commissioners to double the number of these steel sheds. The grain conveyors are capable of conveying grain to ten ocean steamship berths but these facilities will also be increased, enabling the harbor to handle double that number of vessels.

A factor which makes for the economical handling of freight is the direct transference of freight from car to sheds, to shop, and vice-versa. Last year over 1,600,000 tons of freight carried in 75,000 cars were so handled by the harbor commission. The saving in this direct transfer of freight is estimated at 50 per cent.

By May 1912 a 27,500-ton floating dry dock will be put in position. It covers 20 acres, the earth from which has been excavated to a depth of 35 feet and transferred to the shore, where about 30 acres has been reclaimed. This will be used as a site for the ship building and repair plant which Vickers, Son & Maxim are building.

The company building the dry dock has received a subsidy of $3,000,000, extending over a period of 35 years. The ship building and ship repair plant will also involve the expenditure of millions of dollars.

The improvements cover everything that can possibly tend to facilitate the handling of traffic. The level of the railroad track has been raised and miles of such road have been constructed on a solid cement foundation. The channel has been deepened, wharves, docks, piers and storehouse erected, elevators built and many other improvements of a similar nature carried out. The whole plan of operation is summed up in the instructions given by the government to "Make Montreal the best port on the North American continent."

LANDLOCKED HARBOR OF HALIFAX SCENE OF BIG IMPROVEMENTS

More Piers Are Being Added and Dry Dock With Extension to Accommodate the Largest Ocean Liners

SHIP PLANT SOUGHT

HALIFAX, N. S.—Familiar for years to many American visitors, the harbor of Halifax attracted still wider interest on the occasion of the motor boat race from New York to its spacious waters in July. With its 42 miles of shore line, Halifax may be described as really a group of harbors—the main harbor of commerce being flanked on the Dartmouth side by the Eastern passage and on the city side by the Northwest Arm.

There are 47 docks, piers and wharves along the waterfront of Halifax proper, nine of which at Richmond, and the deep water terminus have connections at the ship's side with the Intercolonial railway. Substantial alterations and improvements at an outlay of $1,000,000 are now in progress.

An additional pier on the site of the Cunard piers (the cradle, by the way, of Atlantic steamship navigation) is designed to provide terminal facilities second to none on the continent for convenience and despatch.

These arrangements can be duplicated on the Dartmouth side, where several commodious wharves and piers are already in evidence, including a marine slip in the cove. The Brookfield dry dock on the Halifax side, one of the largest and most thoroughly equipped on the Atlantic coast, is about to be extended in dimensions to accommodate the ever increasing size of the largest ocean liners. The Imperial dock yard, a little south of the dry dock, almost coeval with the first settlement of Halifax has been under the control of the Dominion authorities for several years, and a naval college has already been established with its full quota of cadets for marine instruction.

HALIFAX HARBOR SHOWING DRY DOCK AND BRITISH FLEET



Deep water piers to right, Dartmouth on left, Georges island, McNabs island and Eastern passage in background

Until the decline of wooden sailing ships half a century ago, Nova Scotia made their construction a leading industry. The urgent need of a steel ship-building plant on twentieth century lines located on the Atlantic coast of Canada has been recognized for several years. Every requirement exists in Halifax harbor in full measure. At the front door of the Atlantic ocean highway, impregnably fortified, exceptionally well situated for assembling raw materials cheaply and quickly. Halifax is regarded as an inviting field to lay down keels for Atlantic greyhounds, freighters and coastal boats. When the time comes dreadnoughts, cruisers, torpedo craft and all the vessels regarded necessary for the protection of a semi-continent washed by the world's two greatest seas will probably be built here.

During a voyage from Halifax to Liverpool a few years ago, an officer of high rank in one of the world's great navies asked a fellow passenger which harbor in the world is considered the best. Sydney, N. S. W., Rio de Janeiro, Naples, Queenstown and Halifax were mentioned in an off-hand manner.

"I have often heard similar ideas expressed," remarked the naval expert, "during 50 years service I have seen them all, but, in my opinion, Halifax should be placed first, taking into consideration its ease of access from the open ocean, with deep water close to the land wash on both sides at long stretches in addition to the perfect shelter. From the view-point of a naval base and the requirements of a great commercial shipping port it is unrivaled around the globe."

From Chebucto head, boldly jutting out on the broad Atlantic at the entrance of the harbor—a seamark to guide and a landmark to warn with its lighthouse and signal station—only an hour's steaming is required to or from the city waterfront. Dockage for 12 large steamships is available at any stage of the tide. The course is lighted and buoyed on strictly modern lines, and the quarantine station is one of the most easily reached on the Atlantic coast.

Coming in or going out delays are rare, the fairway, straight and broad, leading to a secure and extensive anchorage area, sufficient to accommodate whole fleets with ease, day or night, winter or summer. The harbor proper is a magnificent sheet of water 8 to 12 fathoms deep, one to two miles wide, and 15 miles long, sheltered by the natural breakwater of McNab's island.

The advantage of being a great headquarters for cable and telegraph communication has been further supplemented by a wireless installation at Camperdown in constant touch with a similar plant at Sable island, making Halifax harbor a veritable ocean sentinel for communicating the earliest intelligence of passing ships and marine happenings.

For recreation, the picturesque surroundings of McNab's Island, the Passage, Falkland Village, the Arm and its memorial tower now nearing completion, Dartmouth and its lakes with sylvan scenery, Rockingham, the Prince's lodge and Bedford dotted with villas and replete at every turn with cozy nooks for campers and picnic gatherings and its generous array of clubhouses and grounds, are attracting a constant stream of visitors.

The future of Halifax harbor is bright with promise. Perchance when time brings the Dominion to its first jubilee, five years hence, a Rip Van Winkle of 1917, seated at a future Connaught pier leading from Greenbank to Point Pleasant, on an ocean boulevard modeled after the Promenade des Anglais at Nice may rub his eyes at the sight of the "swiftest yet" of the ocean greyhounds, made in Canada, gliding along the fairway after less than a 100-hour voyage from the mother land, vying with the advances in aerial mail and passenger transmission, regarded by many thinkers as possible factors within the next decade.

Distances from Halifax and New York Compared

Port	From Halifax Miles	From New York Miles
Liverpool	2,460	3,232
Cape Town	6,423	6,640
Sydney, N. S. W.	12,980	13,245
Buenos Aires	5,701	5,838
Montevideo	5,586	5,723
Rio Janeiro	4,611	4,748
Pernambuco	3,541	3,678
Barbados	1,909	1,825

BOATS AND CANOES ON NORTHWEST ARM, HALIFAX



View taken during a regatta of the Waegwoltic Club—The clubhouse is at the left

FARMING GROWS APACE IN ARGENTINE REPUBLIC



Three Lincoln rams which shear from 38 to 40 pounds of wool each, believed to be world's record

BUENOS AIRES—Agriculture in the Argentine Republic is far and away the most important of its industries, and it is increasing in importance every year. It was not until the year 1877 that sufficient wheat was grown to supply the needs of the small population of roughly 2,500,000 people. Today, little more than 30 years later, the area under this cereal alone comprises about 15,000,000 acres, producing over 3,500,000 tons, and each year sees a substantial increase in the acreage cultivated.

Attracted by the excellence of the climate and the fertility of the soil, the invasion of capital—both foreign and native—goes steadily on, and, assisted by the ever-increasing stream of immigration, by the construction of new railway lines, and the sub-division and colonization of vast tracts of land, the development of agriculture in the Argentine is phenomenal.

The lands cultivated are spread over so vast an extent of country, in regions so far distant from each other—that a total loss of the harvest in any one year is hardly possible.

The Argentine Republic exports more wheat, more maize and far more linseed than any other country in the world, and when it is considered that only about 12 per cent of the total available agricultural land is under the plow—or say 45,000,000 acres out of a possible 375,000,000 acres—some idea may be formed of the future of this country. The value of the year's exports of agricultural produce may be taken to be about $300,000,000 gold.

The pastoral industry comes second only to agricultural in importance, and although the area of land devoted exclusively to grazing purposes must in the nature of things diminish in proportion as agriculture extends, still, owing to the constant improvement in the quality and class of cattle and sheep which is taking place, the value of the exports is steadily increasing.

The stock raisers of the Argentine, and especially the wealthy breeders of pedigree stock, have spent and are spending enormous sums in the purchase of fine stock for the purpose of refining their flocks and herds. A thousand guineas for a Lincoln ram and five times that amount for a Shorthorn bull, have more than once been paid in England "for export to the Argentine." The annual rural show held in Buenos Aires in September, is the largest and finest exhibition of its kind in the world, the number of animals not only surpassing any other, but the quality also being of the highest order.

At these shows a great number of prizes and some valuable championship and challenge cups are awarded. The judges for the principal breeds are invariably chosen from among the well known fine stock breeders of England—known the world over as experts in each particular breed.

The value of the annual exports from the Argentine Republic of live stock, meat, hides, wool and so forth, may be taken at about $160,000,000 gold.

In conclusion, the Argentine is preeminently fitted for stock raising and agriculture. The climatic conditions are excellent; plowing may be done all the year round. If one crop should fail, it can be plowed in and another sown. The cattle fatten on grass alone, and there is no necessity for putting them under roof in the winter as is the case in many less favored countries.

SPAIN LEADS IN OLIVE OIL

Spain is now the world's greatest producer of olive oil. The production of olives last year amounted to 1,349,473,620 pounds, against 3,076,247,580 in 1909. Olive oil to the value of $4,774,560 was exported last year.

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"CHRISTMAS EVE"—One of the four beautiful pictures. Copyright, 1911 by Swift & Company.

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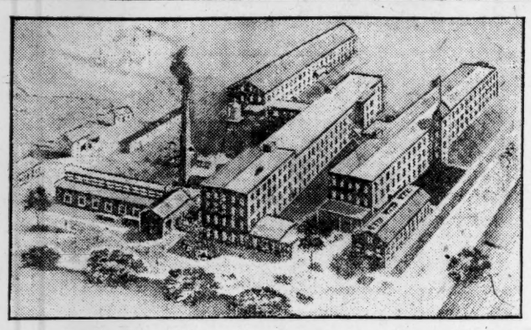
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NEW HAMPSHIRE'S NATURAL RESOURCES

WRITTEN FOR THE MONITOR BY GOV. ROBERT P. BASS

THE progress of any state or nation depends to a large extent upon two factors—the natural resources within its boundaries and the intelligence with which human energy is directed to make these resources useful. Such resources are soils, water, minerals, and forests. The human energy required to make them useful is largely directed through the medium of mechanical power, which in turn requires the use of one or more of these resources. Inasmuch as New Hampshire has no mines, her soil, water and forests are of particular importance. It is my purpose, therefore, to consider three phases of conservation which vitally affect the future welfare of New Hampshire, namely, the progress of intensive farming; the protection and wise use of forests; and the development of water power, for in each case notable progress is being made at present, and greater progress may be expected within the next decade.

Too little attention in the past has been directed toward the proper use of our cultivable soils. The clearing of lands for farms was rapid during the early history of the state, but the opening up of cheap and fertile western lands and the rapid development of manufacturing in the eastern cities have offered inducements which depleted the ranks of our farming communities and directed the strongest of efforts away from the possibilties of profitable farming.

New Hampshire in this respect offers exceptional opportunities. Her lands are as yet comparatively cheap, so that from the standpoint of initial capital necessary, the man of small means is much better able to get a start and realize better on his investment than in the middle West, where the price of farm lands has reached the high water mark. It is true that large areas are not tillable on account of the steep slopes or rocky surface; but there are thousands of acres of rich land within easy reach of the best markets, which will yield a splendid return under intelligent treatment. Moreover, it is not the extensive clutivation of large tracts, but the intensive treatment of small areas, that will be most profitable.

Such intensive treatment on the better soils is making substantial profits for small owners who specialized in different kinds of truck gardening, and find a ready market in nearby cities for all they can produce. By the application of these methods on a larger scale, New Hampshire can increase many fold the production of her largest farm crops—hay and potatoes. Then there are many acres not now under cultivation which can be made to yield handsomely by the application of proper fertilizer.

Within the past few years a great awakening has taken place in the better care of apple orchards and for the second consecutive year New Hampshire has been awarded the first prize for apples at the New England fruit show.

Dairying offers excellent opportunities, and in many parts of the state is very profitable at present. A splendid field is open here for the building up of purer herds of cattle and the selection of grasses for different kinds of soil. The greatest success in apple growing, dairying and all branches of farming will be obtained in communities where cooperation reaches its best development; and with this added feature, the future of farm life in New Hampshire seems exceedingly bright.



GOV. ROBERT P. BASS.

Coordinate with the progress in scientific agriculture, there is developing throughout New Hampshire an appreciation and practical understanding of the importance of forestry. It has been estimated by experts of the United States forest service that about 60 per cent of the land surface in the state is better suited to the growing of forests than farm crops. A great deal of this land, though too rocky or steep for farming, has good soil and produces rapid tree growth. These natural forest soils being near the large markets will enable the owners more and more to sell all the products of the forest at a profit.

The forest policy of the state is developing along three lines—the protection from fire of timber now standing and the young growth coming on; the reforestation of waste or unproductive land, and the acquisition of forest land by the state and the United States.

The system of fire protection is based on cooperation between the state and the towns. A warden is appointed in each town to have charge of fire fighting, the state and towns sharing equally in the expense. The state directs the work of the wardens and operates 15 mountain lookout stations for the discovery of incipient fires.

A notable feature of the fire protection work is the organization of the timberland owners of northern New Hampshire, who have formed a cooperative association representing an ownership of over 1,000,000 acres, on which they assess themselves one cent per acre per year, and use the fund for patrol in times of drought, for additional lookouts and for the establishment of caches of fire-fighting tools in convenient places.

New Hampshire was the first state to benefit by the Weeks act. During the summer of 1911 a cooperative agreement was entered into with the secretary of agriculture by which the state received the services of 24 federal patrolmen.

The reforesting of cut-over land and waste land has enlisted the interest of small owners for a number of years and is increasing rapidly. Within the past two years several large owners have begun reforesting operations on an extensive scale. The state operates a forest nursery for the distribution of young trees, and two commercial nurseries are successfully growing forest tree seedlings on a large scale.

The public ownership of forests has been strongly urged by New Hampshire for the past decade. This is especially important with high mountain forests, where the growth is so slow that private capital cannot handle them as conservatively as they should be handled to protect the forest cover for the scenic effect and the regulation of stream flow. It is to be hoped that under the Weeks act the United States will soon acquire a large amount of the White mountains as a national forest.

The sentiment in favor of state ownership has increased to such an extent that the last Legislature passed an act for the purchase of the Crawford notch as a state forest. Three small tracts have been received by the state as gifts. Such tracts should be used as forest experiment stations to stimulate an interest in private forestry. In this connection it is noteworthy that a number of towns own small tracts of woodland which could be made quite profitable.

The water power of New Hampshire is one of her strong permanent assets. The humid climate, which facilitates the rapid spinning of cotton, and the water power has made possible the development of the largest cotton-manufacturing plants in the world. In paper making, New Hampshire is also fortunate in having the power of her mountain streams near the spruce and fir forests which furnish the raw material. The availability of water power has brought many other industries to the state.

It will be profitable in many cases to impound the water of our mountain streams in reservoirs to bring the rivers under the best control. Fortunately the topography of New Hampshire favors the establishment of such reservoirs, where narrow valleys make dam construction easy and expose less water surface to loss by evaporation.

The development of this power will be of increasing importance as the demand for manufactured products becomes greater and the means of electrical transmission are perfected. New Hampshire is at a considerable distance from the centers of supply of the great power-producing minerals—coal, oil and gas. The proper development of her water-powers for home production offers exceptional opportunities for new capital seeking profitable investment.

The natural resources of the Granite state have not been generally understood. We want the country at large to know the facts that we may enlist the cooperation of the progressive business and agricultural interests to develop the state to our mutual advantage.

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With thy sweet presence every soul is stirred
Sea-deep with music; from the rock unseal'd
By thy pure touch is grateful life revealed.
Then thirsting hope that only lack has known,
Fear-lean, a-hungered, in the desert lone
Creeping like listless vagrant without aim
A fruitless circle, quickly is aflame
With holy joy that like an incense rare
Transmutes to bliss each worldly grief and care.
Yet little of thy grace and loving might
'Tis mine to know. I but reflect thy light.
For I am but the lesser of that twain
Which nature's longing would make one again.
Yet this I know: When all is understood
The universe entire is motherhood.

—Charles Eugene Banks.

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TRAVELER EXPLAINS VISIT TO PETRIFIED FOREST IN ARIZONA

The following account of a visit to the petrified forest of Arizona is from the Adamana (Ariz.) correspondent of the St. Louis Globe-Democrat:

We have tramped for two days through a mighty forest and over the shell-strewn bed of a great ocean; but the giants of the forest are prostrate and turned to stone, while the ocean in ages long past deserted its bed, leaving for mankind, in the generations to follow, the visible story of its wonder workings.

This petrified forest of Arizona may well be termed one of the great natural wonders of our country; in fact, like it there is naught in our explored world; so entirely different, so strangely beautiful is it, that only those who have seen its marvels can grasp in any degree the wonders which nature, working through the elements, has placed before the eye of man.

To this forest has the name "Rainbow" been rightly given. No trees are standing, and nearly all are broken transversely, the sections of varying lengths showing a fairly clean fracture, as though some mighty crosscut saw had in ages past sundered them.

There are perfect trunks 300 feet long, and at one point a fallen giant constitutes a natural bridge over 100 feet in length spanning an arroyo. The trunk, four feet in diameter, was cracked in two places years ago by vandals with dynamite; now two masonry piers prevent further destruction.

North of the railroad nine miles lies the painted desert—Desierto Pintado of the Spanish explorer. The trees here are generally a jet black, in some instances beautifully lined in red, following the circular rings of the tree, or in diverging lines like a spider's web. The desert extends north for some 200 miles from the "rim" nine miles north of Adamana.

LIKE AMERICAN MAGAZINES

American magazines are constantly increasing their popularity in both Australia and New Zealand.

THEOLOGICAL SCHOOL IN NEW YORK HAS BIG LIBRARY OF BIBLES

NEW YORK—The library of the General Theological Seminary, in Chelsea square, New York, houses a collection of Latin Bibles that in point of numbers has no equal. It is accessible alike to the student of theology and the man who merely reverences the antique.

In the fireproof Bible room, on the second floor of the seminary, overlooking the beautiful chapel of the Good Shepherd, there are carefully placed on shelves and in glass cases more than 1200 different editions of the Bible, in nearly 2500 volumes. Of these 555 editions are Latin, in 1055 volumes. Of "polyglot" editions (in more than one language) there are 93, in 500 volumes.

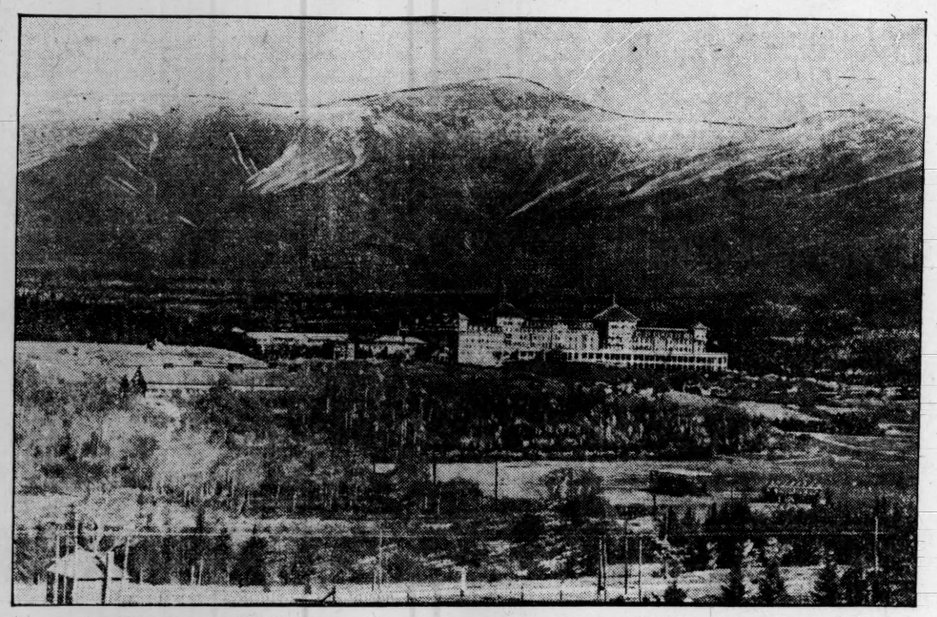
This valuable collection, originating with John Pintard, who purchased several important copies, including one of the Jay "polyglot," was both in the number and importance of the Bibles inadequate until the year 1893, when the Copinger collection was announced to be for sale. The late Dean Engene Hoffman, recognizing its importance and value to the seminary, communicated with the late Cornelius Vanderbilt, and the collection was purchased and presented to the seminary by these two men. It was the largest Latin collection in the world, including some very valuable and rare Bibles. But there were necessarily many important Bibles not contained in it, and Dean Hoffman set himself to repair these omissions and to make the collection as complete as possible. He undertook the matter personally, visiting the old book shops of London and the continent, poring over the old folios and making the acquaintance of many old book lovers.

OREGON CITY BRIDGE OPENED

OREGON CITY, Ore.—The big steel bridge over the Abernathy river has been opened for traffic. The bridge was built jointly by the Portland Railway, Light & Power Company and Oregon City.

PUBLIC HIGHWAYS IN NEW HAMPSHIRE

By CHARLES M. FLOYD, FORMER GOVERNOR



Presidential range at Bretton Woods—Mt. Washington hotel in the foreground. All three of New Hampshire's public highways lead the traveler here

ALTHOUGH the homes of summer residents are scattered about the state of New Hampshire in colonies and in more isolated spots, the usual goal of the tourist is the White mountain region, familiarly known as the "Switzerland of America."

That the pathway to this goal may be thoroughly enjoyable the state has built three avenues of approach, passing through the western, central and eastern portions of the state. The scenery surrounding each of these routes is so different in character that to form an estimate of the various beauties of New Hampshire one must traverse at least two of these so-called trunk lines.

The western route, most easily accessible to those living in central Massachusetts or farther west, follows the broad valley of the Connecticut river, with its rolling farm lands, the most productive agricultural district in the state. Along this route also are some of the larger summer colonies, Dublin and Keene, where scores of visitors from New York, St. Louis and other western cities find attractions; Peterboro, well known for the MacDowell estate, and Cornish, the home of Winston Churchill, Maxfield Parrish and former home of Saint Gaudens. Farther north in the town of Hanover is Dartmouth College, which has grown so rapidly in the last 15 years. From Hanover to Littleton is a gradual unfolding of the beauties of the mountains; and at Littleton, where the western route is complete, the tourist is free to choose his way through whatever part of the mountains he most wishes to see—through Bethlehem to Bretton Woods or farther north to Dixville Notch.

For those who are most interested in the industries of the state, the central route or Merrimac Valley boulevard, as it is called, offers most attractions. Leaving Massachusetts at Lowell, the road follows the banks of the Merrimac river through Nashua, the second largest city of the state. Here the manufacture of cotton cloth is the city's greatest industry. From Nashua, passing through typical New England farming villages, one comes to Manchester, the most prosperous city of the state, standing fifth in the manufacture of shoes in the United States and boasting the largest cotton mill under one roof in the world.

Concord, the capital, is the next city of importance, and here the rapidly developing movement of civic architecture finds an illustration in the beautiful public buildings surrounding the State House. From Concord the way passes through Franklin, Tilton and Laconia to the far-reaching shores of Lake Winnipesaukee, a popular place for summer residents.

Continuing through the town of Meredith to Holderness, the tourist may again have a glimpse of New Hampshire's inland waters in the placid Squam lake, made popular by the establishment of many summer camps, under the direction of different schools and colleges throughout the country. From Holderness, through Plymouth to North Woodstock, called the gateway to the mountains through Profile Notch, the road follows the bank of the meandering Pemigewasset river.

After leaving North Woodstock, the tourist will find one of the most beautiful drives in New England. By a winding road, wooded on both sides by foliage trees, where the sun filters through making a veritable fairyland—gradually ascending the Notch road one suddenly finds a vista cut among the trees, and the famous weather-hewn face of the Old Man of the Mountain forming a background. From Profile Notch to Bretton Woods is the Lafayette road which is soon to be made wider and generally improved as a permanent memorial to the late John Anderson, proprietor of the Mt. Washington hotel, who did so much to make known to others the beauiful mountain region.

Although there is only a little seacoast in New Hampshire the third or eastern trunk line has been laid out to include this short but picturesque shore. The tourist may come from Boston, along the North Shore, and into New Hampshire from Newburyport, passing through Hampton, with its broad expanse of ocean and extensive sandy beach; Rye, with its more rugged coast line, to the quaint old town of Portsmouth, one of the oldest seaports in New England. Here is one of the smaller United States navy yards, and here also are the mansions of our colonial ancestors, and the queer, rambling houses which reach directly to the sidewalk, if indeed they do not come into the street, entirely omitting a sidewalk.

To break the monotony of traveling one may spend a day at the Isle of Shoals, 10 miles out to sea, formerly a well known literary colony, being the home of Celia Thaxter and others. From Portsmouth the route leaves the coast, passing inland through Somersworth, Rochester, and Dover, north past the shores of Chocorua lake into the foothills of the mountains. Conway and Intervale are popular summer resorts, and from here one passes directly into Crawford Notch, the other gateway to the center of the Presidential range, Bretton Woods.

In direct contrast to Profile Notch is the steep ascent through Crawford Notch, the road being virtually a shelf with sheer cliffs on the one side, and the valley pitching abruptly to a depth many hundred feet below on the other, to rise again across the ravine.

The expense of constructing these trunk lines to the state as well as to the towns through which the roads pass has been in round figures about $1,000,000. Not only have old roads been rebuilt, but often entirely new roads are constructed to do away with curves or grade crossings, for instance the Lafayette road from Profile Notch to Bretton Woods, which was laid out and constructed through dense woods. The interest of the people in this good roads movement has been awakening gradually since the inauguration of the plan for the three trunk routes.

By July 1912, the three trunk lines through the state will be practically complete, and the tourist will then be assured of good roads for all time, as nearly all the money received from motor fines and licenses, amounting to a large sum, is in the future to be expended for the maintenance of these three trunk routes. The growing industries and various beauties may then be happily and smoothly reached.

We can hardly overestimate the value in various ways accruing to man, by good roads. By doing her share in this line, New Hampshire has shown herself awake, ready to measure up to her opportunities in supplying the needs of the hour, to open up to the world in larger measure what is without question her richest asset—natural scenery.

OLD WORLD MILL SHOWN IN SUBURB OF PHILADELPHIA

Something unique is more to be desired than anything that represents mere cost or formality in the decoration of the grounds of large estates, judging from the unusual types represented in many forms of garden utility, says the Philadelphia Record. In suburban Philadelphia this thought is frequently made distinctive in the building of garden retreats, tea rooms, pergolas and various sorts of garden architecture. But there seems to be a special fad at present for displaying unique features in the construction of windmills.

This old world form of supplying water for household convenience still forms a picturesque feature in many suburban sections. But it was only recently that the thatched windmills were introduced, one of the finest types having been constructed on the Hering estate in Abington, Pa.

Other millionaire country seats of the same section and also those of Jenkintown and Wyncote, have of late shown some rather startling and decidedly pleasing ideas in windmill construction, but it has remained for the Hering country seat to set forth the unique in picturesque windmill construction.

Not only is the roof of the famous Hering windmill thatched in regulation type, but, fashioned after the most quaint of old world types, the entire mill, which is divided into several spacious rooms in its three-story structure, is neatly and compactly thatched on all sides.

GEORGIA SCHOOL OF TECHNOLOGY STARTED IN LOG CABIN AT OXFORD

Dr. I. S. Hopkins of Emory College Fitted Up Workshop in Back Yard From Which Institution Grew

HE WAS FIRST HEAD

ATLANTA, Ga.—It seems a long distance from the present plant of the Georgia School of Technology, to which all the state points with pride, to a little log cabin from which sprung this institution.

Away back in the early '80s, in the village of Oxford, Dr. Isaac S. Hopkins, who was then professor of Latin in Emory College, fitted up as a workshop an old house in the back yard of his home. This building was a relic of ante-bellum days, and was tucked away in the corner of the yard, with its back windows looking out on the "corn patch."

In front of the old-time door, which always swung wide open, was a pile of lumber, a grindstone and a big oak tree.

Inside the shop was a work bench, tool chest, lathe—(which the doctor had made himself), and here, when wearied with watching the painful endeavors of freshman and sophomores as they threaded the mazes of Roman literature, he was wont to take his hours of recreation.

Being of a mechanical turn, with a genius for invention, the college professor wrought ingenius contrivances for his own household and the boys who made their home with him yielded to the fascination of "watching things grow."

They came to watch—they remained to work—there were not enough saws and planes to go around, and there were those who were so eager to work with the doctor, they were willing to purchase their own tools.

The doctor's patience was strained at times to keep up with his would-be apprentices; and so it came to pass that the idea which had been latent for some time took definite form and gradually there was developed the plan of a technological education for the boys of the South.

Yielding to requests from parents of the boys who were so deeply interested in carpentry, in 1884, Dr. Hopkins began tentative instructions in tool craft in this little work shop.

In January, 1885, upon the election of Dr. A. G. Haygood to the bishopric, Dr. Hopkins was made president of Emory College.

At commencement of the same year he delivered the alumni address, and discussed, with great force and clearness, "The Relation of Technological Training to General Education." The address attracted widespread attention, and so conclusive was its logic that the trustees of Emory authorized the addition of a department of technology to the college.

During that summer, Dr. Hopkins wrote letters, made appeals, traveled east and west, north and south—visited the leading schools of technology in the north, and personally supervised all the purchasing of equipment for the school.

In October the enterprise was opened to the young men of the state. One who was very close to him, in speaking of the opening of the school, says:

"Never will I forget the look of pride and satisfaction which came into his eyes when his oldest daughter pulled the whistle cord, the signal for the wheels to begin to turn. The Technological school for Georgia was in operation.

"And I know there has never been any sweeter music to his ear than the busy hum of the machinery as it responded to the pull of the whistle cord."

There was of course at first only a small percentage of students who wished to pursue this line of work; but the interest grew. A year later some very superior work had been turned out from the technological department—eight or nine engines of admirable work and design having been built.

During the session of the Legislature in 1882 the question of establishing a technological school in Georgia in connection with the State University was discussed. In 1883 the bill introduced recommending the establishing of such a school was lost, receiving only 64 votes. The bill was introduced again by the Hon. N. E. Harris, and was passed in October, 1885. But it was 1888 before the buildings and part of the equipment were ready.

So the Emory school antedated the state institution by three years, and so well had its work been done that when the state looked about for a man fitted to take charge of this most important enterprise, the choice fell upon Dr. Isaac S. Hopkins of Emory.

Soon afterward the trustees of Emory College decided to close the technology department. Dr. Hopkins was president of the Georgia School of Technology eight years. During this time he was also doing ministerial work in some of Atlanta's leading churches. In 1892, feeling that he should go back into the active work of the ministry, he resigned from the presidency.

But, such was the pressure brought to bear upon him by those who felt that he was called to this high position, he withdrew his resignation and resumed the work for another four years.

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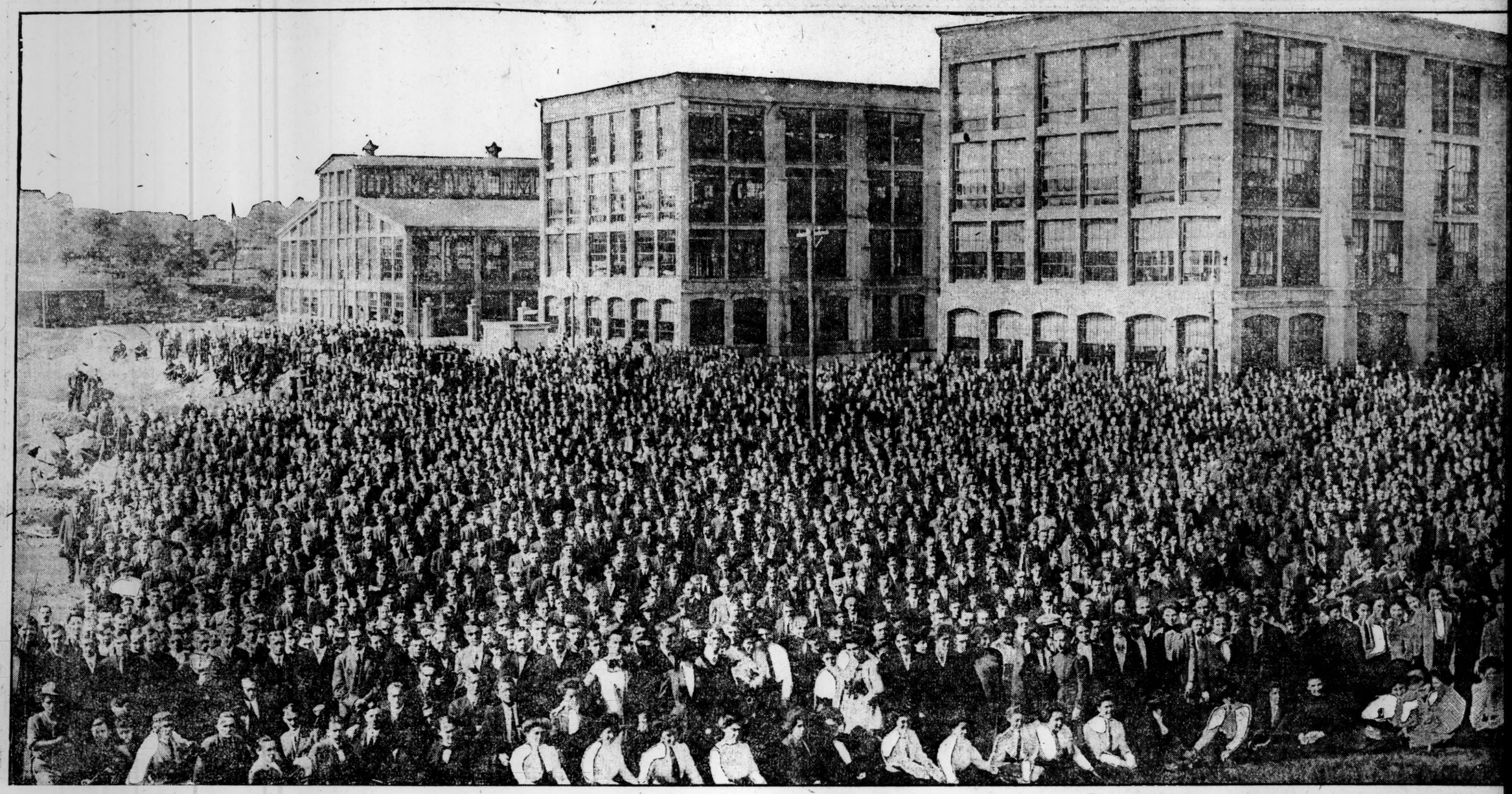
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A REMARKABLE PHOTOGRAPH SHOWING 5000 EMPLOYEES AT THE F

FROM ALL POINTS OF THE COMPASS

Patrons North, East, West and South Unite in Commending the Service and Approving the Methods of the United Shoe Machinery Company

The criticism of the United Shoe Machinery Company has brought out a wide-spread response from the Company's customers, a response so general and so uniform in character that it may justly be called a protest. Firms and individuals in many states throughout the country, in the North, in the South, in the East, in the West, a great number of whom have been patrons of the Company from its organization twelve years ago, have written letters which contain frank and emphatic expressions of opinion on the shoe machinery question. The public, who are the wearers of shoes, should be more interested in these statements, based on active business experience in shoe manufacturing, than in the statements or opinions of those whose viewpoint is the outside.

The following letters, from shoe manufacturers, approving the methods and commending the service of the United Shoe Machinery Company, are but a few of the many which have appeared in the columns of the Boston News Bureau, in reply to a series of pointed questions asked by that journal.

* * *

George H. Soule, President of Lounsbury & Soule Co., South Norwalk, Connecticut, writes:

"We have had business relations with the United Shoe Machinery Co. ever since it was formed. These relations have been satisfactory to us, and in our opinion the United Shoe Machinery Co. has been a benefit to the shoe manufacturers.

"It might be that equal benefit could have been had if the shoe machinery business was less concentrated but that benefit was never shown by our experience previous to the formation of the United Shoe Machinery Co.

"There is no doubt in our mind but that the United Shoe Machinery Co. has made it possible to hold the cost of manufacturing shoes down to a low level and that the consumer has reaped the benefit of this saving.

"Our experience previous to the formation of the United Shoe Machinery Co. would not lead us to believe that an equal saving in manufacturing cost would have been obtained had the shoe machinery business been less concentrated, as it was before 1899.

"There is no question in our mind that the only item of cost in the manufacture of shoes which is lower today than it was in 1899 is the cost of the machines used by the manufacturers of shoes.

"It would appear to us that the policy of the United Shoe Machinery Co. has been the means of bringing about the lower cost of shoe machines. We do not know whether the present conditions would have come about without the United Shoe Machinery Co., but no indication of them was shown under the old machinery situation.

"When everything is considered we do not object to the royalty basis of leasing shoe machinery from the United Shoe Machinery Co. nor do we think the royalties charged are unreasonable considering the quality of service rendered.

"We cannot see how if we bought our machines outright the cost of manufacturing shoes would be any less on that account. In our opinion, it would probably have been greater.

"We have believed that new improvements and inventions have been sought after and encouraged by the United Shoe Machinery Co.

"In answering your question No. 14 [Question No. 14 was: Do you believe that disintegration of the company would be followed by increased cost of operation, and would therefore mean that price of shoes at retail would have to be raised?] would say that it seems to us that all would depend on what took the place of the United Shoe Machinery Co. and the general policy adopted by its successors. If it should be such that a great number of those at present manufacturing shoes were crowded out by the new policy or merged into larger companies, the cost of shoes to the consumer would probably increase.

"In addition, we wish to say that in case the disintegration of the United Shoe Machinery Co. were ordered or made, we should consider it a hardship for medium sized or small manufacturers like ourselves. That we should consider a restraint of trade and tending towards a monopoly in the manufacture of shoes."

* * *

Richards & Brennen Co., Randolph, Massachusetts, write:

"We have done business with the United Shoe Machinery Co. since they were organized, and their service has been very satisfactory. We did business with the independent shoe machinery companies for four years prior to the organization of the United Shoe Machinery Co., and our experience during those four years furnishes positive proof that the United Shoe Machinery Co. has given better service to the shoe manufacturers than the independent shoe machinery companies.

"There is no longer loss of output occasioned by waiting for the agents of the different independent companies, which was common at that time, and the medium or small manufacturers suffered the greatest loss inasmuch as first attention was always given to the larger companies. This, of itself, has been a great help to shoe manufacturers and enabled them, to quite a degree, to lessen the cost of the production of shoes.

"As to the royalty, what fault can any manufacturer find so long as all pay the same rates? The consumer is protected from the fact that if it were not for the present system of the United Shoe Machinery Co. they would have to pay more for their shoes. As to the discouraging of the invention of new shoe machinery, would say we think the marked increase in the past 10 or 11 years as compared with any other 10 years prior to that time, of itself, answers this question.

"We have not, as yet, been able to see where we would profit by a disintegration of the United Shoe Machinery Co., but in fact, everything to lose when we consider the service of independent companies compared with the service since the United Shoe Machinery Co. was formed."

* * *

C. J. Wolf, President of Columbia Shoe Co., Sheboygan, Wisconsin, writes:

"We consider the United Shoe Machinery Co. the best systemized concern in the country, taking in consideration the excellent service shoe manufacturers are getting through the agencies they have all over the country.

"We always consider ourselves safe in buying things that we need in our business of the United Shoe Machinery Co., as we positively know that we get the same fair treatment that all our competitors get. We consider it disgraceful to attack a concern like the United Shoe Machinery Co. that has done so much for our great shoe industry."

* * *

Charles D. Griffith, President of The Charles D. Griffith Shoe Co., Denver, Colorado, writes:

"We are small manufacturers, and feel confident that it would be quite a detriment to us and all small manufacturers should the United Shoe Machinery Co. dissolve or be compelled to sell the machinery outright.

"The great difficulty, I believe, in this matter, is that the intention is, if possible, to destroy the United Shoe Machinery Co., a large combination (if you please), to enable a still larger combination, i. e., the large shoe manufacturers, to control a much larger trade, which affects the same class of people, and to a larger extent. I have been informed that, for some time, the large manufacturers have been claiming that they should have a much lower royalty than that of the smaller manufacturers.

"Before the United Shoe Machinery Co. brought the machines all together so completely, it was almost impossible (if not entirely so) for a small manufacturer to get his line of machinery and to keep them and the improvements up-to-date, to enable him to compete with the large manufacturers.

"Of course, we appreciate and believe the profits of the United Shoe Machinery Co. are large and that it might be done for a great deal less, and we should like to see the royalty reduced; however, we cannot see where we could line up the machinery to do the same work and have the same attention for any less money, or even for the same money, that is now being done by the United Shoe Machinery Co.

"It is quite a well known fact that a few of the exceedingly large shoe manufacturers think they are entitled to all of the business there is in the United States and are willing to get it, regardless of the effect it would have on the smaller manufacturers. We think their action is entirely selfish and that they are not worried in the least regarding the public."

* * *

W. H. Lee, Memphis, Tennessee:

W. H. Lee, of Memphis, Tenn., has done business with the United Shoe Machinery Co. "for 16 years." Relations have been satisfactory. He believes that disintegration of the company would mean that prices of shoes at retail would have to be raised. He thinks that United Shoe Machinery Co. not only has not discouraged invention of new shoe machinery, but has "helped inventors." He writes as follows:

"I have a number of shoemaker friends who started with independent shoe machines, but most of them have given them up and put in the United Shoe Machinery Co.'s machines. I have two brothers who have some independent machines and they are anxious to give them up and put in the United machines.

"I do not think any shoe manufacturer can make shoes in the South and make a success with independent machines.

"United Shoe Machinery Co. has at all times treated me right. The man with small capital cannot go into the manufacturing of shoes without United Shoe Machinery Co."

* * *

C. O. Emerson, Treasurer of Emerson Shoe Co., Rockland, Massachusetts, writes:

"We have done business with United Shoe Machinery Co. since the company was incorporated. Our business relations have been satisfactory in every way and, in our opinion, the company has benefited the shoe manufacturer.

"In our opinion, the concentration of the shoe manufacturing business by them has benefited the manufacturer and also lowered the cost of manufacture, with a consequent saving to the consumer. We do not think that equal saving could have been made with the shoe manufacturing business less concentrated.

"We are inclined to agree with Pres. Winslow that machinery is the only item of cost in the manufacture of shoes which is lower today than in 1899, when the United Shoe Machinery Co. was formed. We are certainly of the opinion that the United Shoe Machinery Co. is to a large extent responsible for lower cost of manufacture. We, naturally, object to the royalty basis of leasing machines from the company, but consider it necessary for them to place their machines on a royalty basis for the best conduct of their business.

"We are of the opinion that the company possibly might reduce their royalty to some extent and still make a reasonable profit. If we bought all of our machines outright, we feel that the cost per pair of shoes manufactured would be more than under present conditions.

"We are not in a position to give an opinion as to whether the United Shoe Machinery Co.'s return on the capital invested is not as large proportionately as the return received by successful shoe manufacturers.

"We hardly think the company has discouraged the invention of new machinery to any extent, in order that its own machines might not be superseded.

"We feel that disintegration of the company would be followed by increased cost of operation and it would therefore mean that the price of shoes at retail would have to be raised.

"In conclusion we submit that our relations, as a whole, with the company have been very satisfactory, and with the exception of a somewhat modified lease or contract the shoe manufacturer is decidedly in a better position and better taken care of than could be possible under conditions where the manufacturer was obliged to buy machines outright of the different machine companies which would no doubt spring into existence immediately upon the disintegration of the United Shoe Machinery Co."

* * *

F. H. Welch of Hillsdale Shoe Co., Hillsdale, Michigan, writes:

"We, like all shoe manufacturers in the country, are desirous of keeping the cost of manufacture down as much as possible and are ready at all times to oppose anything that will at any time increase the cost, as we know that if we do not, we will be out of the manufacturing game. Our competitors are at all times doing this, because the shoe manufacturers of this country, as a rule, are made up of the brainiest and most capable of any class of men in the country in any manufacturing industry. Notwithstanding this, we feel it is our duty at all times to speak well of the bridge that has carried us safely over and in the opinion of the writer (who has been in the shoe manufacturing business even before the organization of the United Shoe Machinery Co., and consequently ought to be well able to judge the different cost and service given at that time and since the organization of that company), we are much better off today than before its organization.

"Not only is the consumer better off, because the manufacturer has been able to produce goods at less cost, but especially the small manufacturer has been benefited. A great many of them would have been out of business, even before they scarcely got started if they were obliged to buy outright a line of machinery sufficient and of such quality to be able to make shoes in competition with the large manufacturer.

"In the opinion of the writer the small manufacturer is the one especially benefited by the United Shoe Machinery Co. It does not make so much difference to the larger and more wealthy one, as he can afford it anyway, from the fact that whatever additional he has to pay in the way of royalty he makes up in the less cost in his over-head expenses, which is brought about by the increased amount of his manufacture. We are not saying this because it has been solicited in any way, but because we consider it our duty to speak well of the company, which has shown the small manufacturer a great many favors."

William M. Woodbury, superintendent of Wolfe Brothers Shoe Co., Columbus, Ohio, writes:

"United Shoe Machinery Co. has served the manufacturer faithfully and efficiently, and with machinery business in a variety of hands the manufacturers could not have received as good service. We believe that the company has been one of the most important factors in the development of the shoe industry and with business less concentrated costs would certainly have been more. Most items that go into shoes are certainly higher than in 1899; some of them very much higher, and we believe that President Winslow's statement is correct, that shoe machinery is the only item that is lower.

"The royalties of the United Shoe Machinery Co. are not excessive; they must have some method of getting paid for services rendered.

"We believe that disintegration of the company would be followed by increased cost of machinery to the manufacturer, and, of necessity, prices of shoes at retail would have to be raised.

"There never has been a day in the history of the shoe business when a firm or man could enter into the manufacture of shoes with as little capital invested in machinery as he can at the present time. There has never been a time in the history of the shoe business when there has been as good service rendered to the manufacturer by any or all machinery companies.

"Business war upon the United Shoe Machinery Company will mean increased cost of machinery to the manufacturer and less efficient services."

* * *

Farmington Shoe Company, Farmington, N. H.:

The Farmington Shoe Company of Farmington, N. H., has done business with United Shoe Machinery Company for 15 years. Their answer to question 2—"Have your relations been satisfactory to you?" was, "Yes, none better." They say that the Shoe Machinery Company has benefited the manufacturer in every way and they do not believe that much benefit could have been had with the Shoe Machinery business less concentrated. They think the company had made it possible to lower the cost of shoes to the consumer and believe that this could not have been accomplished under other conditions. They do not object to the royalty basis of leasing machines, and add: "We like it."

They further say:

"United Shoe Machinery Company is the finest, most courteous and obliging company in the world."

THE TESTIMONY O

The United Shoe Mach
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Those who do business with an
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If the United Shoe Machinery
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THE VALUE OF THE PRODUCTS O

FROM $258,900,000 IN 1899
TO $442,600,000 IN 1910.

THE EMPLOYEES IN AM

FROM 133,690 IN 1890
TO 142,922 IN 1900.

THE EMPLOYEES IN AM

FROM 142,922 IN 1900
TO 185,116 IN 1910.

THE WAGES OF THE EMPLOYEES

FROM $59,176,000 IN 1900
TO $92,359,000 IN 1910.

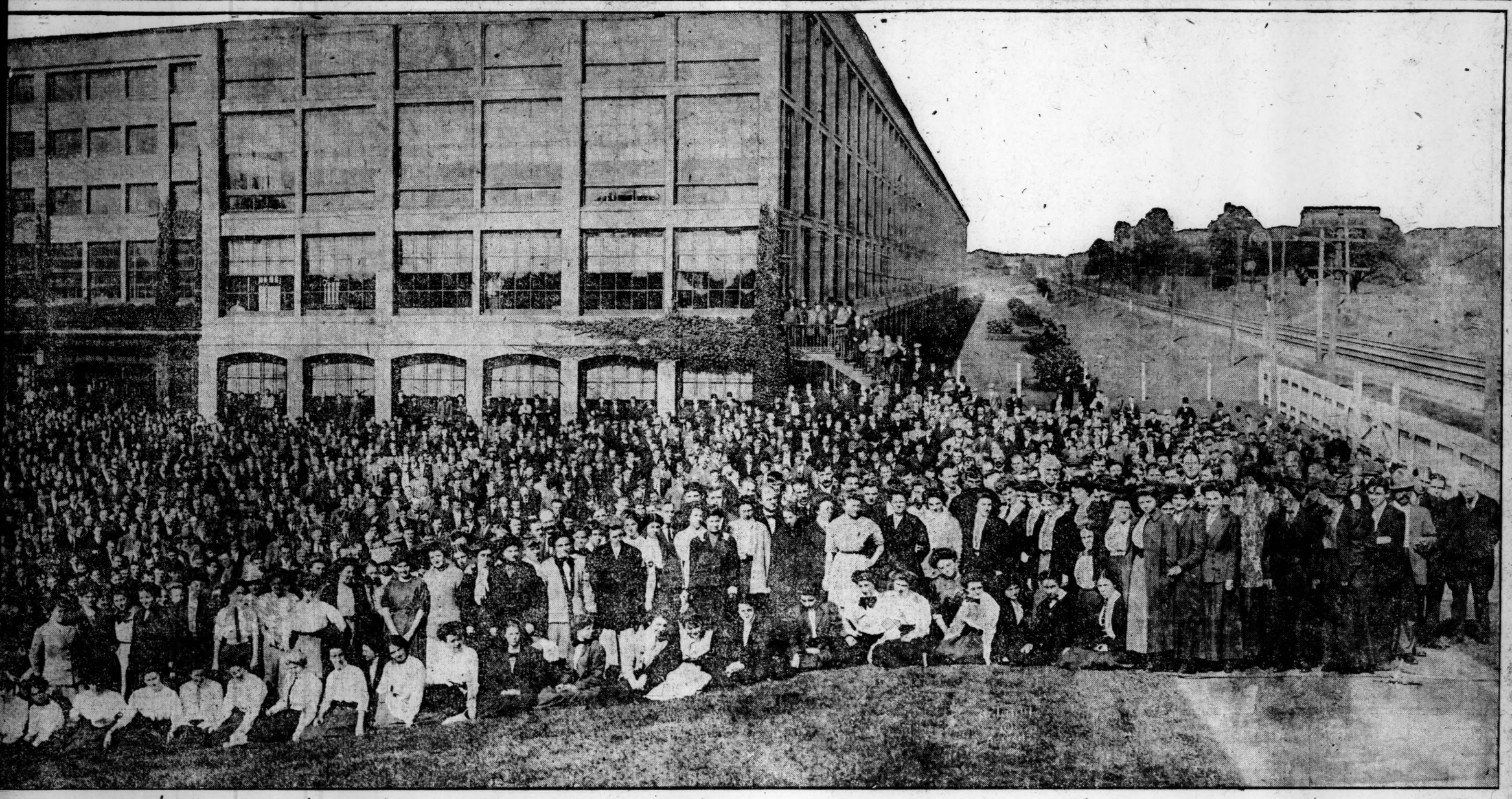
THE EXPORTS OF BOOTS AND SHO

FROM $1,816,538 IN 1899
TO $13,764,842 IN 1911.

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The following article from the B
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The Boston News Bureau has en
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United Shoe Machinery Company.
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ORY OF THE UNITED SHOE MACHINERY COMPANY, BEVERLY, MASS.

OE MANUFACTURERS

mpany's Customers Answer nd Refute Many tatements

e responses indicate that a very rge percentage of the manufacturers e satisfied with their relations with United Shoe Machinery Company d believe the company has been of eat benefit to them and to the public. esults of the canvass the Boston News ureau will publish in this and subse- ent articles.

There have been received to date 315 plies, coming from large and small anufacturers all over the country. Of ese 26 did not care to answer, four ms have gone out of business, and 17 not use the United Shoe machines. his left 268 manufacturers whose views e summarized below in percentage fig- es.

ICAN SHOE FACTORIES INCREASED

SHOE FACTORIES INCREASED

SHOE FACTORIES INCREASED

ICAN SHOE FACTORIES INCREASED

AMERICAN FACTORIES INCREASED

In most cases a direct answer was iven to all the questions, particularly here previous opinion could have been rmed by experience. To other ques- ions, such as Nos. 6, 8, 12 and 13, the ercentage of "blanks" and "doubtful" nswers was larger. It will be noted hat in question No. 2 the percentage of oubtful is given as 6.3. Included under his heading were those who reported generally," "to some extent," "about 0%," etc.

Question No. 1 was: "How long have ou had business relations with the nited Shoe Machinery Company?" All eriods of time since the organization of he company were covered by the an- wers, the average being about 10 years.

Answers to the remaining questions ere as follows:

2. Have your relations with them been satisfactory to you? Yes, 90.6%; No, 2.6%; Blank, .3%; Doubtful, 6.3%.
3. In your opinion, has United Shoe Machinery Company benefited the manufacturer? Yes, 85.8%; No, 5.2%; Blank, 6.7%; Doubtful, 2.2%.
4. If so, are you of opinion that equal benefit could have been had with the shoe machinery business less concentrated? Yes, 10%; No, 71.9%; Blank, 13%; Doubtful, 4.8%.
5. In your opinion has United Shoe Machinery Company made it possible to lower cost of manufacturing shoes, with consequent saving to consumer? Yes, 73.9%; No, 10.8%; Blank, 10.8%; Doubtful, 4.5%.
6. If so, are you of opinion that equal saving could have been made with the shoe machinery business less concentrated? Yes, 11.6%; No, 60.8%; Blank, 24.6%; Doubtful, 3%.
7. Do you agree with President Winslow that machinery is only item of cost in manufacture of shoes which is lower to-day than in 1899, when the United Shoe Machinery Company was formed? Yes, 68.2%; No, 8.2%; Blank, 22%; Doubtful, 1.5%.
8. If so, do you think United Shoe Machinery Company is responsible? Yes, 50.3%; No, 10.4%; Blank, 35.4%; Doubtful, 3.7%.
9. Do you object to royalty basis of leasing machines from United Shoe Machinery Company? Yes, 11.2%; No, 81.7%; Blank, 3.7%; Doubtful, 3.3%.
10. Do you think royalties charged are unreasonable, considering quality of service rendered? Yes, 12.3%; No, 78%; Blank, 5.2%; Doubtful, 4.5%.
11. If you bought all your machines outright, do you think cost per pair of shoes manufactured would be more than under present conditions? Yes, 60.8%; No, 13.8%; Blank, 11.9%; Doubtful, 13.4%.
12. Do you agree with President Winslow that United Shoe Machinery Company's return on its capital invested is not as large proportionately as return received by successful manufacturers of shoes? Yes, 22%; No, 19%; Blank, 53%; Doubtful, 5.9%.
13. Do you think that United Shoe Machinery Company has discouraged invention of new machinery in order that its own machines might not be superseded? Yes, 15.3%; No, 50.3%; Blank, 29.9%; Doubtful, 4.1%.
14. Do you believe disintegration of the company would be followed by increased cost of operation, and would therefore mean that price of shoes at retail would have to be raised? Yes, 58.9%; No, 16.8%; Blank, 19.4%; Doubtful, 4.8%.

Majority Find No Fault.

New York Herald, October 6, 1911.

"At least one of the corporations under fire of the Department of Justice intends to make a contest. It is the United Shoe Machinery Company, whose directors are under indictment in Boston. From that city comes word that there is no intention of running for cover. An odd feature of the situation there, is that the majority of New England shoe manufacturers, whom the so-called trust is supposed to oppress, have no fault to find with its alleged 'extortions.'"

How Brockton Has Been "Oppressed."

William E. Curtis, in the Chicago Record-Herald, August 9, 1911.

This extraordinary development in the boot and shoe industry in Massachusetts and elsewhere does not indicate very much "restraint in trade," although both the Federal government and the Massachusetts State authorities have recently become extremely anxious on that account and are now attacking the United Shoe Machinery Company on the ground that it is a monopoly.

While the iniquity of the great octopus has been going on uninterrupted by presidential candidates, the factories of Brockton have doubled; twice as much machinery has been installed, extraordinary improvements in economy and efficiency have been made; twice as many boots and shoes have been sent to market and sold at lower prices than ever before; twice as many people have been employed; twice as much money has been paid out for wages, and the population of Brockton and other shoe towns has increased from 40 to 100 per cent. These facts are shown by the report of the census bureau, but are not advertised by the politicians.

The population of Brockton, for example, was 11,555 in 1880, it was 21,020 in 1890; it was 30,579 in 1900, and 56,878 in 1910.

The entire population of Brockton is engaged in making boots and shoes and in feeding, clothing and waiting upon the operatives in the shoe factories. The profits of shoemaking are very large, but that is a subject which cannot be safely discussed by an amateur. It is sufficient to say that all of the shoe factories are busy six days in the week throughout the year; that the business is in a very prosperous condition; there is no apparent evidence that the industry is being strangled by an octopus, and if the monopoly is oppressive, as Attorney-General Wickersham asserts, he would not learn the fact by observation, and no visitor to Brockton would ever suspect such a thing. * * *

One Trust Explains.

Detroit (Mich.) Free Press, October 19, 1911.

The United Shoe Machinery Company has issued through its president a statement to the public which contains some timely information. It sets out that the item of machinery is the only item of cost in the making of shoes which is lower today than when the company was formed; that many of the company's charges have been lowered since its organization and that its royalty or prices for material have never been increased; that the initial cost of a shoe factory's equipment is lower today than ever before; that the average royalty paid by a manufacturer for the use of all machines furnished by the company is less than 2 2-3 cents per pair of shoes; that operators on the company's machines in shoe factories are much better employed and are receiving higher wages than prior to the company's formation; and that the combination which made the company was a consolidation of concerns which were not competitors.

The immediate timeliness of these statements lies in their applicability to the general impression which mysteriously gained currency a short time ago, to the effect that the United Shoe Machinery Company is the fundamental cause of the alleged high cost of shoes today. Where this impression had its origin is difficult to discover, but very suddenly it sprang to full growth, and all over the country, and even in Canada during the reciprocity campaign, the charge was frequently made that the Shoe Machinery Trust was at the bottom of the alleged advance in prices of footwear. It was a charge that found ready acceptance in the public mind, for the conviction is well established that there is something suspicious in every large corporation and that they are all conducting their affairs in violation of the law and in defiance of correct business standards.

If the Shoe Machinery Company will make a point of adducing before the congressional inquiry, soon to begin, testimony corroborative of its statements now given to the public, it may accomplish some general good, but in the end its most practicable course is the one it is pursuing, frank treatment of the public as to its affairs and the effect of its organization on the ultimate cost of the product with which it has to do. The politicians in Congress have an ear to the ground all the time. They are after the trusts because they believe that policy will be popular. They are convinced that the public is opposed to all combinations, and if they can get the impression that the general opinion is changing they will very quickly give the best of proof that nobody can change quicker than they can.

Brockton's Interest.

Boot and Shoe Recorder, October 5, 1911.

Much interest was manifested by the trade in Brockton and vicinity regarding the recent indictment of several officials of the United Shoe Machinery Company.

ENORMOUS GROWTH OF THE SHOE INDUSTRY

Few Realize Its Extent, or the Fact That the Most Efficient Machinery on Equitable Terms Is Very Largely Responsible for It

How many people realize that the value of the product of American shoe factories has increased over 70% in the past 12 years—from $258,900,000 in 1899 to $442,600,000 in 1909? Or that the number of employees in American shoe factories, between 1900 and 1910, increased from 142,922 to 185,116, equal to 29%, and their wages increased from $59,176,000 to $92,359,000, equal to 56%? Or that the exports of boots and shoes from American factories since 1899 have increased in value from $1,816,538 to $13,704,842, equal to more than 650%?

This is a remarkable industrial showing, highly complimentary to American skill and energy, and worthy of more than passing thought. What brought about this great growth in the country's boot and shoe industry? Will it continue, or is there danger of any lessening of this progress? These questions instantly arise, since shoes are such a personal necessity that anything which injures or benefits the shoe industry injures or benefits each man, woman and child in the United States.

Whatever other elements may have contributed to this growth in the shoe industry, the most important is acknowledged to have been that of machinery efficiency and machinery cost. The multiplicity and intricacy of the machines used in the manufacture of boots and shoes make the machinery problem one much more to be taken into account than in other industries, and the boot and shoe manufacturers of the country must have found this problem easy of solution or the great advance in the industry noted in the past twelve years could not have been possible. Today, and with good reason, no one thinks of shoes and their making without thinking at the same time of the United Shoe Machinery Company and its many and varied wares. And that the growth of the industry by unprecedented leaps and bounds has been coincident with the Company's existence, has a significance that can not and should not be lost sight of in properly judging the situation. This should be studied with all the more care in view of the attitude of criticism and antagonism which is at present apparent in some quarters.

The purpose of the United Shoe Machinery Company, when formed in 1899, was to reduce the cost of production of the machines used in the manufacture of shoes, to improve the quality of service furnished without increasing the cost to the shoe manufacturer, and, so far as possible, to give to each manufacturer who might wish it an opportunity to get from a single Company under these improved conditions such machines as he might require in that part of the factory in which soles and heels are attached to uppers—the machines in what is known as the "Bottoming Room." These comprise about 50 per cent of all the machines used in a factory, but they were the machines which, prior to the formation of the Company, had been the source of especial trouble and confusion. The other machines in a factory are almost without exception obtained elsewhere. That the purpose of the Company met with favor and success during the succeeding twelve years is demonstrated by the figures quoted above.

The advantages resulting have been many, and have benefited the manufacturer, the employee, and the buyer of shoes. The item of machinery is the only item of cost in the manufacture of shoes which is lower today than in 1899. More than three hundred different kinds of machines are now made by the United Shoe Machinery Company, some of which are leased to shoe manufacturers, many of which are sold outright, and most of which can be either leased or purchased, as the manufacturer may prefer. The small manufacturer is enabled to equip his factory at small cost, and gets precisely the same terms as the large manufacturer when leasing machines from the Company, so that competition is assured. Operatives on the machines of the United Shoe Machinery Company are more regularly employed and receive higher wages than operatives received before 1899. The masses of the people are today wearing better shoes than ever before, at a smaller relative expense. It really is not at all surprising that the growth of the shoe industry has been so remarkable.

Today the desirability of "scientific management" in business is being widely discussed. Its application wherever possible is being called for. It is being hailed as a new discovery, a panacea, the long-sought alleviation of undesirable business and industrial conditions. But it was nothing more or less than scientific management which the United Shoe Machinery Company began to apply, in 1899, to the shoe machinery and shoe manufacturing problems, with such extensive and beneficial results. At that time experienced and far-seeing men realized that changes in the manufacture and selling of shoe machinery were necessary, that the business required new methods, expert ability, organization of the highest order; in short, that brains and scientific management applied to the great problems of shoe machinery and shoe manufacture would be of advantage to the manufacturer, the employee, and the consumer, and extend the shoe business in this country to proportions not then dreamed of.

That the United Shoe Machinery Company, from its organization in 1899, has been an example of the best of what today is being welcomed far and wide as scientific management, is conclusively shown by the remarkable growth and prosperity of the boot and shoe industry since that year. A Company which has played so conspicuous and important a part in bringing about these remarkable results should be considered to be not a restrainer of trade but a developer. And the number is rapidly increasing of those who emphatically are of opinion that the question of seriously disturbing existing conditions should be approached with caution and considered with care.

There is no doubt that fully 90 per cent of the shoe manufacturing concerns in this city and the South Shore district are favorable to the company, through the advantages which the users of shoe machinery obtain.

The city of Brockton pays a larger sum in royalties for the production of men's welt footwear than any other shoe center in the United States

The reason for this is that the shoes produced here are almost exclusively high-grade goods, which require the extensive use of the best machinery, on which the royalties are higher than on the machines which are used on cheaper work. * * *

Beginner and Millionaire.

Hartford (Conn.) Courant, October 20, 1911.

* * * It has just one price, and a beginner can get machinery on exactly as good terms as a millionaire who has been in the business for years. This has irritated some of the hungry overrich, who wanted lower rates than the poorer fellows got, and couldn't get them. Now, operating under a government special privilege, the managers are indicted for using the privilege granted to them. It is most welcome that the indicted propose to stand trial. Meanwhile the Boston News Bureau calls attention to the fact that agitation against this originated in St. Louis and that at present there is forming in that city a shoemaking combination, in which two companies are merging with a new combined capital of $20,000,000, and one of these companies started in 1892 with a capital of $200,000, and the other in 1898 with a capital of $250,000. There's $450,000, part of it 19 years old and part 13 years old, which now becomes by a stroke of the pen $20,000,000. These companies made their enormous profits by manufacturing shoes on machinery hired from the wicked trust at the awful price of two cents a pair. How much did the factories mak per pair?

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OPERA MONOPOLY AND COPYRIGHT

Being a Discussion of the Points Raised by the Refusal of Andreas Dippel to give Puccini's Works at Chicago

Chicago Opera Impresario Who Dispenses With All of Puccini's Productions



ANDREAS DIPPEL

LONG-LEGGED boots once determined on a move in statesmanship which would forever place American corporations under the administrative guidance of the state. A remarkable though clumsy display of energy was made by the boots; and if it had been successful the economic ease of the present day might have been what no amount of investigation and compulsion can ever make it.

It was the clumsiness of the boots that spoilt the whole thing. They undertook a parlor performance with woodshed methods and their failure became the surer the more persistent grew their efforts. The long-legged boots sought to force into American law a principle touching charters which seemed to them better suited to the genius of a democracy than certain old world principles smacking of kingly prerogative. It is the lament of not a few legal and economic critics that the boots had to retreat from the carpet, whereon, with unquestionably good intentions to posterity, they intruded.

Heavy-booted legislation must be as a rule incompetent against shrewd argument and wise judicial opinion; for if it were not, statute books instead of court decisions would surely stand on the shelves of honor in law libraries. If a state senate could unsettle a royal grant of power to academic trustees, if furthermore, it could in its aggregate strength prevail with enactments against the single-handed might of a master of clear thinking and of vocal art, then there would be no Dartmouth College case for a century of corporations to build their edifice of privilege on. If long-legged boots could avail anything in civilization, they would years ago have put the word monopoly into the vocabulary of historians and saved modern economists the bother of giving it new definition.

The boots, starting out with a good idea, blundered in their manner of applying it. The institution they chose to exploit their idea on was one which everybody must have felt had all natural justice on its side, whether it luminously illustrated the conception of an inviolate contract or not.

Prices the Difficulty

The roughshod technique of men who in a sun-browned era of politics made precedent turn against them on an educational issue is not unlike that of some who discuss the artistic issue involved in the refusal of Andreas Dippel to negotiate Ricordi opera into his 1911-12 repertory.

A musical monopoly, they find, exists at Milan and they are for having the entire lyric sentiment of the United States enlist in warfare against it. They would have the nation pull on long-legged boots about a question of opera, though opera is a subject which more than any other we habitually entertain in well-dressed and unexcited mood.

Suppose now all three of the leading opera companies of the United States should join in barring the works of the Milan publishers from production; suppose Mr. Gatti-Casazza should shut the doors of the Metropolitan opera house on the firm of Ricordi, and suppose Mr. Russell should draw in the latchstring of the Boston opera house when he saw the publisher of "The Girl of the Golden West," coming down the street, where would such proceedings place these men and their boards of directors?

They would place them in the same case with the legislators who snatched the charter of Dartmouth College from its pigeonhole, rewrote it and thrust it back with the command that in its new form it be the law of the state of New Hampshire. Except on purely business grounds, neither the New York nor the Boston impresario would be justified in excluding from his theater a desirable operatic product controlled by Europeans. If Mr. Dippel finds the Ricordi prices too high for the Chicago opera house, let him refuse to pay them; if Mr. Russell finds the prices within his reach, his whole repertory considered, let him agree to stand them. It would be a remarkable proceeding from the standpoint of international business for all three of the permanently established companies to unite in a cry of monopoly against a firm of publishers claiming the protection of a copyright statute which was prepared under the knowledge of everybody concerned in its provisions, and only recently enacted. Granted that musicians have come on an ethical point in regard to foreign royalties which is worthy of pressing, they invite the disfavor of artistic public opinion when they condemn the composer Puccini to punishment because he has Ricordi print and sell his works and regulate their presentation.

Protection Broadened

When the congressional acts respecting copyright were amended and consolidated in 1909, Milan may have been represented in the lobby that watched the commercial interests of music at Washington. The United States copyright act, approved March 4, 1909, and in effect since July 1, 1909, reveals between the lines of its 64 sections that commercial experts of many sorts whispered advice to its framers. If music publishers were on hand when the statute was prepared, so were manufacturers of mechanical music records, and so were printers and photographers.

Presidential proclamations issued in the last 20 years in regard to copyright have put foreign publishers on the same footing in the United States as native publishers, in consideration of Americans being granted the copyright benefits of the country named in the proclamation. Copyright reciprocity was thus established with Italy in 1892. The publishers of "Madame Butterfly" are, therefore, under the shelter of the United States copyright law, and the publishers of any American-made opera may be the beneficiaries of Italian copyright law. If it turns out that American protection is a source of wealth to the house of Ricordi, but that Italian protection makes no money for any American music firm, shall we raise the shout of monopoly against the Italians, or shall we try to raise up a generation of American composers who can do something worthy of recognition abroad?

Questions Debated

And let us regard the subject on general economic grounds, in the light of the modern problem of business combination broadly stated. As it happened in the middle of the nineteenth century that the invention of machinery industrialized the life of the workingman, so in the early twentieth century the invention of that mechanism we name business administration is industrializing the life of the professional man. Labor of the hands submitted to the doctrine of efficiency long since and labor of the intellect is now near to complete capitulation. The American nation is stopping to think before it puts its final seal to the entire industrialization of its life, pausing to reflect whether at least individuality of localities may not be preserved, even if individuality of trades and professions has to be parted with.

Now the men controlling modern Italian opera have taken full advantage of the popularity of the business administration theory in the United States. Made in all respects the equals of native citizens in the enjoyment of copyright privileges, they have zealously built up an operatic industry which bears an unquestionably close resemblance to a monopoly.

But gently, boots, on private property! You will offend here, patriotically though you tread. Some legislators once stubbed on a dormant idea and would have kicked vitality into it, but toes and heels were not the right things for the purpose. Vocal art and lucid argument saved the crown-enfranchised college. Public sympathy stands immovable between a legal interpretation of 1819 and a present day revision of it. Then why scuff up a dust about Ricordi and the copyright protection that is his by the law of the land? Bring up the monopoly issue against some other institution than that which gives us Minnie in her snow-driven Rocky mountain cabin, and Cio-Cio-San on the cherry-blossomed heights of Nagasaki, or you will turn all artistic sympathy against you and perhaps help defeat as good a purpose as was once put to rout by Lawyer Webster.

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REPORT ON GRANITES OF MASSACHUSETTS SHOWS WIDE VARIETY

WASHINGTON—Many thousands, if not millions, of years ago the present surface of New England was covered with an enormous thickness of sedimentary rock—thousands of feet of sandstones, slates and other of the softer kinds of rocks. In the course of time dynamite agents pushed upward into this sedimentary rock crust great masses and jets of molten material—the liquid magma from the earth's interior. Probably none of this material was forced entirely through the heavy sedimentary cover, but the molten masses gradually cooled and crystalized within the older rocks, forming granite. Then, at the rate of perhaps an inch or more in a thousand years, these softer rocks were eroded or worn and washed away, leaving the granite exposed in many places, as it is found in Maine, Massachusetts and the other New England states today.

The United States geological survey has been making a detailed study of these granite rocks of New England, and the latest contribution is a report on the granites of Massachusetts, by T. Nelson Dale, just published by the survey. These granites, according to Mr. Dale, are of such variety as to lend themselves to a wide range of economic uses. Those most notable for their adaptation are the massive constructional granites of Milford, Fall River, New Bedford and Rockport; the hard paving granite of Rockport; the polish granite of Quincy; the gneisses of Monson, Westford, Fitchburg and Uxbridge, used for bridges, base courses, curbing and sills; and the aplite of Hingham used for seam-faced work and for structures in which unusual crushing or transverse strength is required.

The Massachusetts granites vary greatly not only in texture but also in color and shade—some are pink; others pea green, olive green, gray of various shades, from light to very dark, besides grays of slight bluish, purplish, or greenish tinge; one kind is brown.

Among the more notable works of Massachusetts granite are the Pennsylvania terminal in New York and the McKinley memorial at Canton, O.; the Boston and Baltimore postoffices, the army and navy training stations at Newport, R. I., and Bunker Hill monument.

Of special economic interest, says Mr. Dale, is the utilization of the extremely hard, almost sheetless aplite of Hingham, which is full of limonitic headings. For a number of years there has been a demand in the vicinity of Boston for rusty, seam-faced granite for the exterior of buildings, and quarries were opened in Hingham to supply such stone. It is now proposed to transform these ordinary obstacles to granite quarrying into things of beauty by carving bas-reliefs of leaves and garlands on the iron-stained joint faces. This is done by cutting away the sap or rusty part, which is usually from one eighth to one fourth inch thick, so that the leaves in brown project on a light-grayish ground. Blocks thus worked can be utilized in ornamental bands on exteriors.

A noticeable feature at many of the Massachusetts granite quarries is the recent addition of a stone crusher for turning the small waste into material for concrete, and even the "dust" from the crushers is in demand. Most of the waste is now consumed in paving blocks and crushed stone.

The production of granite in Massachusetts in 1910 was valued at $1,567,754.

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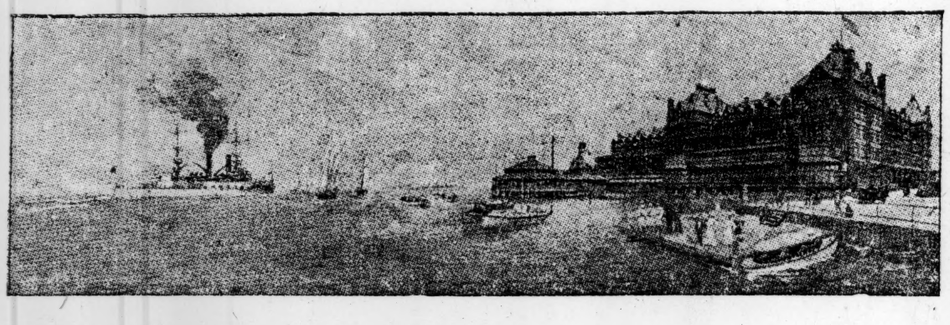
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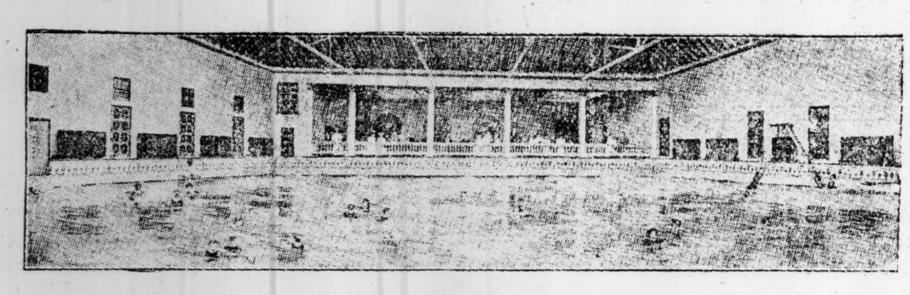
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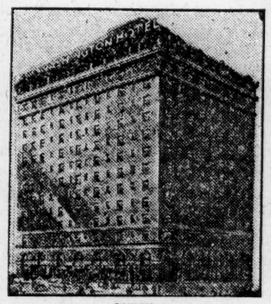


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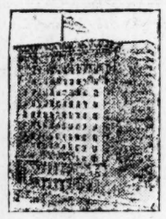
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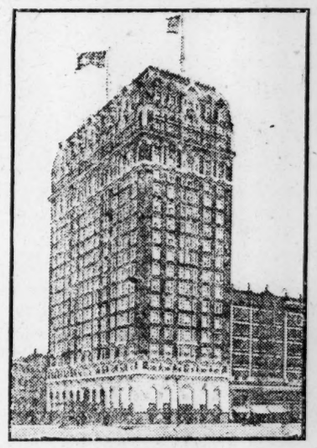
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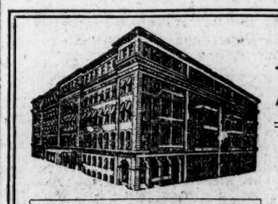
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NEW YORK AND EASTERN

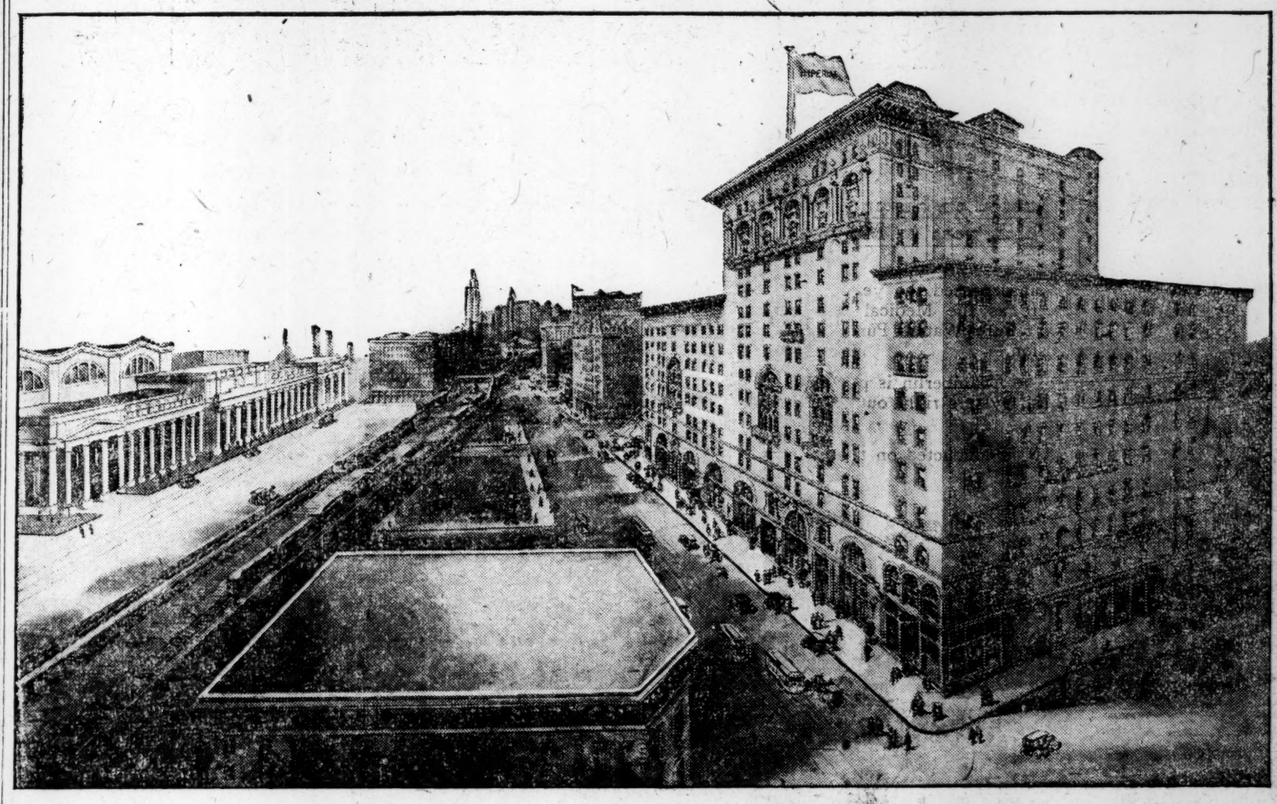
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NEW YORK CITY



¶ An aeroplane view, redrawn and modified, with certain buildings omitted so as to bring the various points of interest within the scope of the picture. The Hotel Imperial is at the right. The colonnade of the Pennsylvania Station at the extreme left. The Hudson Tunnel Terminal is in the center, diagonally opposite the Hotel Imperial, at the corner of 32nd Street and Broadway. Just beyond is the 33rd Street Station of the Elevated. These make the Hotel Imperial most advantageously located for travellers, who find it an ideal hotel in which to stay when in New York.

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These are exclusive features

The Tel-Electric is the only piano player that can be attached to either a Grand or Upright piano without obstructing the keyboard or interfering with the action for playing by hand.

It plays your piano either without your assistance or under your absolute control. It enables you to play your piano from a distance—even from a different room.

The Tel-Electric requires no pumping, eliminating all work and giving you 100% enjoyment.



The Player remains away from the piano at all times

INVENTION in its marvelous work keeps pace with Father Time. It is just as relentless in riding over the things of yesterday in its onward march as the familiar old man with the scythe.

This is no less true in the development of the Piano or Piano-Player of to-day.

In their respective centuries the Monochord, the Clavichord and the Spinet were considered wonderful works of mechanical and musical genius. But they are only viewed with curiosity today.

And now the Twentieth Century gives us the most wonderful musical instrument of all times—The Tel-Electric Piano Player.

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Every single annoying feature of the other players has been eliminated. No more tiresome pumping; no more warping, tearing paper rolls; no more noisy bellows or porous rubber tubes—and in its place we have a piano-player that is *perfection.*

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There is nothing mechanical about the music of The Tel-Electric. Its artistic qualities have reached a point thought impossible to attain but a decade ago.

If you have lived during the last five years without hearing this wonderful musician you have deprived yourself of a great pleasure.

The Tel-Electric Piano Player costs but $350.
Attachable to any Grand or Upright Piano

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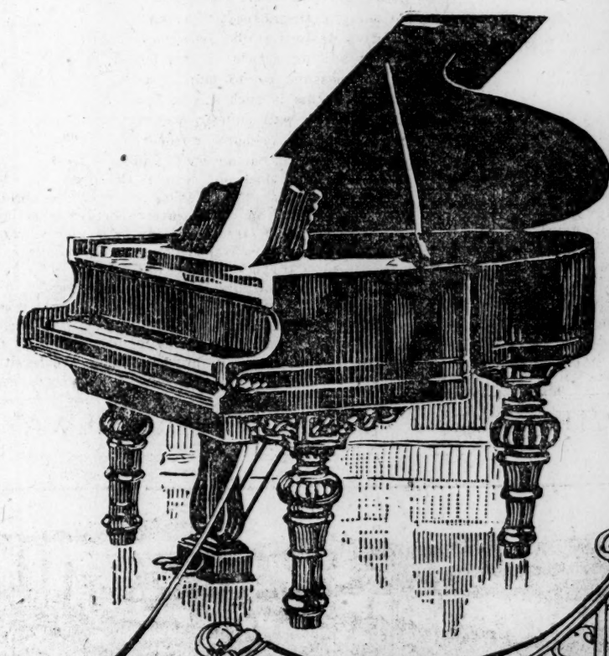
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It uses metal music rolls which are indestructible, but cost no more than paper ones.

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THE CHRISTIAN SCIENCE MONITOR

Thanksgiving Number — 1911 — Section Seven

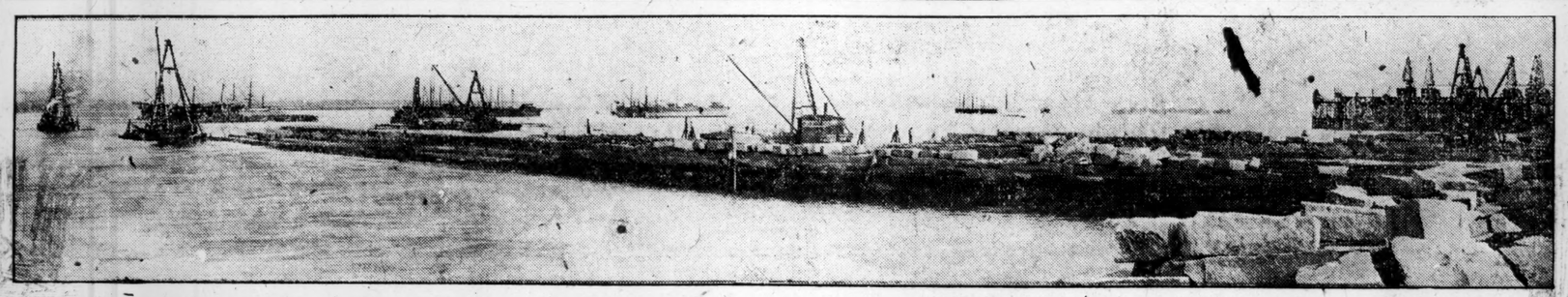
BOSTON, MASS., WEDNESDAY, NOVEMBER 29, 1911

Boston Awaits Start of $9,000,000 Harbor Improvements

Differential Rates, Consolidation of Foreign Traffic Terminals and New Piers Discussed by D. O. Ives

COAST LINES NEEDED

Water Transportation to Texas and to the Pacific States Urged to Protect New England Shippers



Laying foundation for million-dollar fish pier, South Boston waterfront, as work appears today—To take place of famed T wharf, now overcrowded

WITH one of the best harbors on the Atlantic seaboard and with $9,000,000 ready to start the work of developing the port on a comprehensive scale, Boston is eagerly awaiting the appointment of its new harbor commission of five members authorized by the last Legislature to assume the management of the business and physical changes to be brought about.

Boston harbor is the nearest gateway to Europe, both for the United States and for Canada and is served by a system of transportation well adapted to distributing imports to all points on the continent.

Boston is undoubtedly on the threshold of an epoch of great commercial growth. It has a waterfront of 40 miles, largely undeveloped and awaiting the growth of the merchant marine to spring into industrial activity.

As far as can be outlined before the harbor board takes up its duties, the plans for the expansion of the port of Boston include a system of new piers 1600 feet long and 200 feet wide, which will accommodate the largest ocean liners afloat, or likely to be constructed, and a campaign to increase the business done through this port.

On the South Boston waterfront plans are already rapidly maturing for the establishment of a great factory, warehouse and steamship terminal to cost upward of $50,000,000. A new $1,000,000 fish market, which will give this great industry the finest, most up-to-date quarters in the world, is now being built, including a pier 1200x300 feet and a shelter basin 1200x400 feet. Nearby the first two units of the new central power plant of the Boston Elevated Railway Company will be in full operation early in December.

A new, modern equipped immigration station, for which the government is now drawing plans, will be located on the East Boston waterfront near the point where the proposed state piers are to be started. The new harbor line commences here as the extension of the old alignment up to this point. A large dry dock is included in the improvement here.

The new $1,000,000 appraisers' stores soon to be erected by the government will grace the Atlantic avenue or Boston proper side of the harbor. The location will enable examination packages to be brought from any of the foreign steamship piers across on lighters and eliminate trucking.

The government engineers under charge of Col. Frederic V. Abbot are also completing extensive changes and improvements in the channels of the harbor which will give unsurpassed facilities to all classes of shipping, including the world's largest liners. A continuous main ship channel, 35 feet deep at mean low water and 1200 feet wide will soon be available from the navy yard, the Chelsea bridge and the Charles river bridge to President roads, a distance of six miles, and from the roads 1½ miles out to the ocean through Broad sound with the same depth, but increased to a width of 1500 feet.

There is some dredging yet to be done in the main channel, but the contractor's progress to date gives evidence of its completion by Dec. 31. There are two areas of rock lying without the lines of the old and within the limits of the new main channel, but the southern section is now being removed and a contract for removing the northern section will, it is hoped, be let next spring.

There are also the old Broad sound channel from President roads to the ocean with a depth of 30 feet at mean low water and 1200 feet wide, and the old 27-foot channel with a width of 1000 feet, which passes out to the ocean between Boston light and Nantasket roads.

The vital questions affecting the port in its business and physical development which will confront the new harbor commission are taken up in the following article written for The Monitor by David O. Ives, manager of the transportation department of the Boston Chamber of Commerce. Mr. Ives is especially well-fitted to discuss this subject from his active experience with its problems. He is also chiefly responsible for many of the provisions of the new harbor bill authorizing the new commission and the $9,000,000 appropriation and is being considered as a possible member of the new commission. He says:

Freight Rates

"A. I think the port differential question is the most urgent one at the present time; first, because it is being investigated and a settlement is desirable on account of the ill effects of uncertainty, and second, because the adjustment for which we are asking is necessary to our growth and participation in competitive western traffic, both import and export. In an article of this length it is not possible to do more than indicate why this is such a vital question. One example will suffice: the rates of freight from all principal European ports are the same to Baltimore, Philadelphia and Boston. It does not require, therefore, a mathematical calculation to prove that the rates from these latter ports to competitive western territory must be the same, if all are to compete on even terms. If these rates were settled upon an equitable basis the ports could and undoubtedly would take care of a larger business.

"B. Even if rates were not changed, certain improvements in physical facilities would increase our foreign business, if they could be made at once, but they could not be made quickly enough to prevent the loss of business that will follow a longer continuance of the unfavorable rate situation.

Most Urgent Needs

"C. A complete list of changes in facilities that would create more business here could not be contained in a hundred pages. To my mind the most imperative change necessary is the consolidation of foreign traffic terminals in one place in order o avoid the extreme delays on all business interchanged and the heavy switching charges now existing on grain and on all New England and eastern Canadian freight. The Boston & Maine furnishes by far the largest distributing territory; it reaches every important city in northern New England; the Boston & Albany reaches a far smaller territory, while the New Haven does not enter the field for foreign traffic, and a large part of its territory is closely competitive with New York.

"The Boston & Maine terminals are far from modern in style or adequate in length of slip or satisfactory in channel location for the traffic of large steamships. The Boston & Albany, however, has completed within the last two years, a system of piers, equipped with the most modern facilities, adequate to handle with economy and despatch a far larger traffic than has ever been offered.

"Thus a spectacle is shown of one railroad with cramped, inadequate and expensive facilities, reaching exclusively the territory to which fully 60 per cent of our imports go, while the other has modern, economical facilities that are not half used because its local territory receives only about 10 per cent of the imports; the remainder going to western competitive territory, principally; a small portion only to New Haven territory.

"It does not take a mathematician to calculate that there would be an immense advantage to the port by having the terminals of these two roads contiguous, so that their business may be interchanged at a minimum cost to the railways and with no expense to shippers. (In New York the immense cost of lighterage is largely assumed by the railways.)

"New steamships are deterred from coming here by these conditions. This question, it will be seen, must be differentiated from that of developing the western competitive traffic which depends mainly upon the matter of equal rates, while the matter of consolidated terminals affects the question of development of the foreign traffic of our local industries.

"D. You ask, 'What local changes, business or physical, might be made to create more business?' and 'What effect would additional dock facilities have upon new industries to this port?' Trade follows the lines of least resistance, and in the last analysis facilities that enable the handling of business most economically and expeditiously will attract industry.

South Boston Opportunities

"At South Boston, for example, some of the largest industries are not on tracks. The great wool warehouses, the Walworth Manufacturing Company, the power plants of the Edison Electric and of the Boston Elevated Railway Company and numerous smaller industries along the south side of the reserved channel all depend entirely upon teaming or water transportation service. A track along the south side of the reserved channel could be so laid out as to make possible the use of water and rail transportation jointly, not only for industries now existing, but for a new industrial layout, with modern, convenient, economical and sanitary facilities.

"Along the fore-shore of South Boston we already have in prospect the location of one of Boston's most typical and important industries, the fish industry, with a layout second to none in the world in perfection of arrangement and detail, and to only one, Grimsby, England, in size. There is already in existence a corporation making plans for industrial development of all the rest of the fore-shore from the new fish wharf to Marine park. That new industries will follow the location of modern facilities in these districts, is as sure as that day will follow night.

Need of Coast Steamers

"To answer your question about 'business.' The most important and pressing needs for the present are:

"First, the establishment of coastwise steampship lines to gulf ports, through which our merchants may reach the great southwestern market, and the far West, and to the Pacific coast, by which we may take advantage of our position on the sea and keep in close trade communication with the Pacific states by means of the cheapest transportation that can be secured. New York has sailings to the Pacific coast via the isthmus by two independent lines. Boston has none.

Texas Ship Line

"The necessities of the Texas Steamship Company have been dwelt upon very exhaustively in various reports issued by the Boston Chamber of Commerce. While the population of Texas and Oklahoma is increasing with great rapidity, and their consuming and producing power even more rapidly, our trade in the Southwest is constantly dwindling. The only feasible freight route from New England to Texas is by water to a gulf port. We are now obliged to ship all our Texas goods to New York for transshipment there, while the cotton, wool, lumber and other Texas products which we use in such large amounts in New England are all shipped to New York, transferred there and shipped at the local freight rate from New York to Boston or other New England point at which the raw materials are manufactured.

For Pacific Coast Line

"The recent decisions of the interstate commerce commission in the inter-mountain cases make it so plain that he who runs may read that we shall lose our trade in the far West and in the inter-mountain country unless we can secure steamship lines to the Pacific coast. The commission has intimated that it will not approve the continuance of low rates from such points as Boston and other New England cities on account of an alleged water competition which cannot be proved to exist.

"In other words, we can no longer continue to get the benefit of water competitive rates by rail when there is actually no water competition to justify the low rail rates. Our only salvation will be in the establishment of steamship lines running from Boston to the coast. As stated before, New York already has two such lines. It should therefore be the duty of our manufacturers and merchants to make it for the interest of these lines to establish sailings from Boston, if they expect to hold their trade on the Pacific coast as against the lower rates which New York, Chicago and other places have already secured. For as time goes on they will be made further and further below our rates unless we do something to protect ourselves.

"Second, close transportation connections with the Dominion of Canada are needed. Canada has but one eastern outlet to the sea—the St. Lawrence river. Its principal port, Montreal, is necessarily closed during the winter months—over one third of the year. The hauls to its ports on the sea are so great that in the long run it is not economically possible for them to serve as the exclusive winter gateways of Canada. It is not likely that the people of the Dominion will ever be satisfied with Canadian ports only. Boston can actualy serve them more economically in many cases. The sea journey from Boston is enough cheaper than that from Montreal to fully offset the additional rail haul to Boston. It is inconceivable that that great country, equal in area to the United States, will be content with one or two Atlantic ports. Again, the United States interposes no obstacle to the free movement through Canadian ports of United States export and import trade with European countries. Canadians cannot consistently, and undoubtedly will not, interpose any objection to the existence of a live competition at Boston for their foreign trade.

"No railway corporation has any special interest in developing either the foreign or domestic commerce of a port which it does not reach with its own rails, and where it has no terminals nor a dollar's investment of any kind. On the other hand, when terminals are acquired and permanent interest secured through actual ownership of lines or a long lease the corporation has a direct interest in the service that it naturally desires to foster and which, with a due regard for its stockholders, it must subserve and build up.

Case of Grand Trunk

"Admitting that the entrance of the Grand Trunk, for example, is feasible and that its ownership of terminals and a line would make it to its interest to work for Boston, how can it help us? Under present conditions the prospects are very poor for the exportation through Boston of a large amount of cereals grown in the United States. The Gulf ports have cut us off from Kansas, Nebraska, Missouri and Southern Illinois, while New York has sailings to many ports which Boston has no way of reaching. Montreal, through its water transportation and rail connections with the great grain markets of the United States—Chicago, Milwaukee, Duluth, Minneapolis, etc.—is a formidable competitor for United States cereals. These facts taken in connection with the decreasing exportable surplus show how little reason we have to expect even to hold our own in export shipments of United States grain.

"But the Grand Trunk is just opening in Canada the world's greatest granary, producing a supply so large that the great problem to solve is to find ports fitted to handle its transshipment expeditiously and economically. Had the Grand Trunk its own rails to and terminals in Boston, we need have no fear but that it would make rates that would secure to Boston a fair share of this enormous bulk.

"Canadian ports will not be able to handle it all to advantage, and the Canadian growers will readily recognize the necessity of some competition from an easily accessible winter port. That great country with its rapidly increasing population—and consuming power much more rapidly increasing—will in a short time become a huge importer of foreign goods, so there will be no lack of tonnage in both directions.

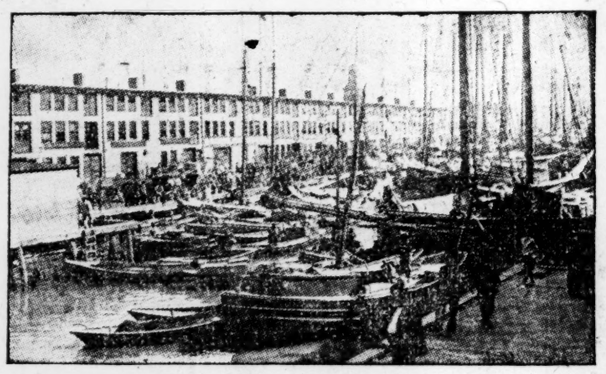
"With an additional railroad system covering 12,000 miles of productive territory, thus making Boston one of its markets by entering the city and furnishing the foreign traffic, a tremendous stimulus would be given every form of business activity. Additional sailings to ports now served and additional vessels plying between Boston and ports not now reached at all will follow the movement of the Canadian traffic, resulting in better and cheaper transportation for our own traders and creating a world of new business.

"Of equally great importance would be the advantage to our own manufacturers and merchants of an opportunity to reach this great market over the rails of a Boston system, while perhaps the greatest benefit of all would be the confidence and assurance that would thus be given our own New Englanders, as well as others who might be inclined to invest in New England enterprises, proving that we were alive to our own welfare and reaching out for a wider market. The entrance by a direct, well built line of a Canadian road into Boston would inspire or restore confidence in our spirit of enterprise and be of inestimable value to us in all sorts of ways.

Simultaneous Growth

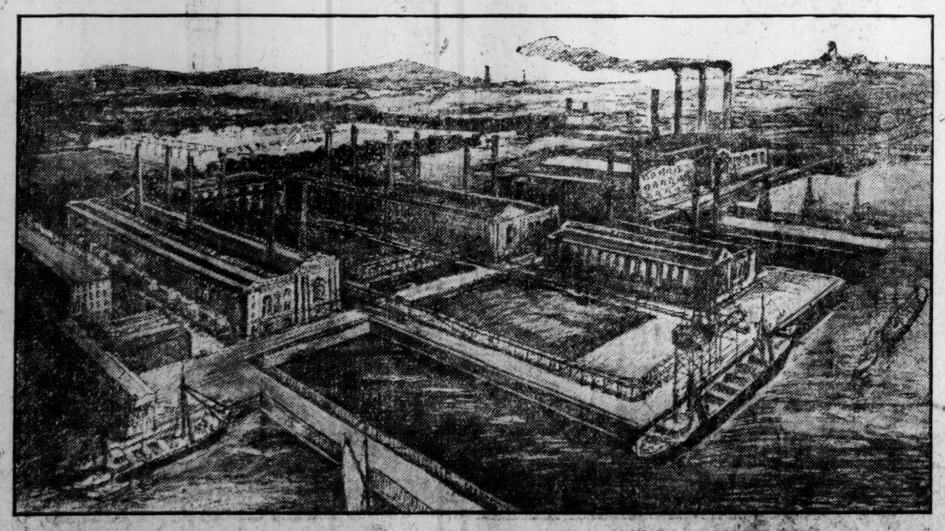
"To sum up, then, improvement in facilities and efforts to expand our trade through establishment of new steamship lines would go hand in hand. By neither process alone can the port reach anywhere near the full measure of its development; but when we begin in earnest the erection of plants with the best equipment in power, light, heat and ventilation, where the employer can secure the maximum reward for his enterprise through the utilization of the most improved methods of manufacture and transportation and the laborer can earn the maximum wage under the most favorable conditions, and when we really begin to utilize our extraordinary natural transportation advantages and reach out for the markets of the world, I predict that we shall be cudgelling our wits to find space for the industries demanding a location on Boston harbor."

HISTORIC T WHARF TO BE VACATED



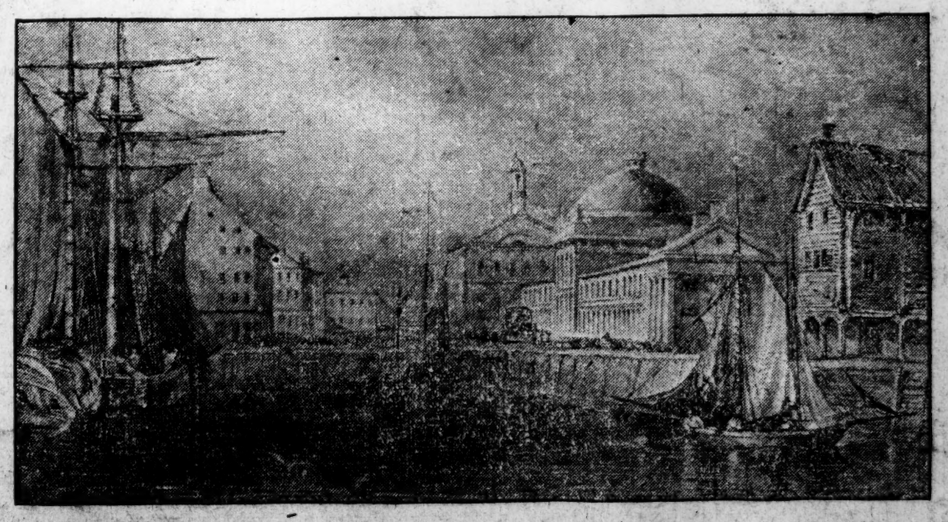
One of greatest fish markets in the world which is to have new pier and buildings on Boston harbor

PROJECTED PLANT OF ELEVATED RAILWAY ON HARBOR



Study showing possible extension and development of the present power plant on South Boston waterfront—First two units on left now in operation

FANEUIL HALL 83 YEARS AGO WAS ON BOSTON WATERFRONT



Today the buildings appear about as they did three quarters of a century ago but the water line has receded more than 1500 feet as city built into harbor

RATES

One insertion 12c a line; three or more insertions, 10c a line. No advertisement taken for less than three lines

Classified Advertisements

Answers may be sent to New York Office, 2092-2093 Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 750 People's Gas Bldg, Michigan Ave. and Adams St.

TELEPHONE

Your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising

ADVERTISING | ADVERTISING | ADVERTISING | ADVERTISING | ADVERTISING | ADVERTISING | ADVERTISING

EDWARD J. WESSELS NEW YORK

Talk No. 282.

WHAT HAVE YOU DONE?

Answered Affirmatively by EDWARD J. WESSELS, New York

The Garment That Pleases All Women



A prominent manufacturer read my Talks and sent a post card asking me to call. (Think of spending *one cent* on a matter involving thousands, and success—or failure.) I ignored the card.

Next he wrote on his embossed letter head. I did not call, but wrote. He 'phoned, told me who he was and said, *"I want it distinctly understood that if I have an interview I am not to incur any financial obligation."* (Strange, isn't it, that some people think I can maintain offices, staff, my family and myself by giving *free* advice.) We met.

His opening salutation was, "I did not expect to meet a business man. Thought I'd see some young feller, a 'piker,' etc." Presently he told me what he had tried to do, and failed; also what he *wanted* to do, and asked, "What will it cost?" (That item of "cost" looms so large before some men that they fail to realize it means *nothing, unless* considered in connection with *services*, or *commodity*. Cost is relative. It should be judged with reference to the *quality* and *extent* of the work to be done. Worth-while business experience is not sold—like molasses—by the quart. I said, "Let me go over your factory. When I've seen what I want we can discuss cost."

So we dodged among operatives and humming machinery, running on women's apparel. In a dark corner I spied a garment and asked, "What's that?" The principal said, "That's something I've been fooling with a long time. It's no good."

After inspecting it I asked to have a model put it on. It was done. I questioned her and a forewoman—then went straight to the private office, the post card writer following.

I said, "I don't want to see anything more, your fortune lies in that garment you've kept in a corner." Said he, "You're crazy." I responded, "You may think so and later find to the contrary. Think it over. 'Phone for an appointment if you want my ideas. I shall charge for them." He grinned and said "Good-bye." It was Saturday afternoon.

Two days later he asked me to lunch and paid for my ideas. Next day he spent several hours with me. On leaving he said, "I think you're right and I'm the crazy feller. What do you want me to do?" I said, "Authorize me to apply for a patent for you, immediately." He refused.

When next we met he said, "It would be throwing away money. You can't get a patent." I asked, "Why?" He said, "I paid a lawyer $10 for an opinion. He says no patent can issue." Next day, however, he *authorized* me to apply. Through a patent attorney of my selecting he obtained a patent in which every claim was allowed.

Next he made a contract with me covering his work for the whole season, but insisted that I must agree not to accept business from his competitors. He even objected to my bookmark appearing in trade paper pages I prepared for him. He did not want the Trade to know *who* wrote his ads.

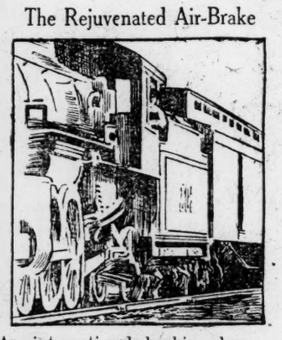
I should like to tell you the outcome, but professional etiquette forbids. This much I *can* say—his garment is revolutionizing the business. He is swamped with orders. Four months after we met he had to enlarge his factory and now needs five telephones. He had one when we first met.

Yes—his fortune *is* in that formerly neglected garment. At comparatively small outlay he is reaping *fine* returns. This is an extract from one of several commendations he wrote:

> *"I assure you that your work is worth much more than you charged, and I hope that as business progresses with us it will be a very little matter as to how much we spend for your advertising copy, etc."*

On urging him to let me develop that garment he had asked, "How long have you been in the *garment* business?" I had told him "Never." (The inventor of America's best steam turbine is a *lawyer*. Sometimes a disinterested expert, who stands aloof from the canvas—and is not swayed by overmuch enthusiasm—sees possibilities that a Corot may overlook.

The Rejuvenated Air-Brake



An international banking house, on the advice of an expert engineer, sent for me. They had invested an enormous amount in patents, machinery and experiments. But they knew more about arbitrage and bonds, trolley lines and reorganizations, than they did about turret lathes, planers and blow-holes.

They wanted to retain me to devote all of my time to their interests. Before considering the attractive offer they made I said, "I must visit the Chicago factory," which they were trying to manage by long-distance methods.

Arrived in Chicago, I saw enough in a day to convince me that their confidence had been badly betrayed. Returning home I told them I was unwilling to lead that forlorn hope. They asked my advice. I said, "Close your factory immediately. Get rid of your staff and machinery. Stop leaks. Begin again at home in a *small* way. You have *no* salable apparatus. Your air-brake will have to be thrown out and one designed *that will work*." (Their inventory showed hundreds of outfits, all of which were worthless and later had to be scrapped.) They had not booked enough gross orders in *two years* to pay their superintendent's salary for *one month*.

Later they sent their attorney to induce me to take charge of the business on my own terms. With the understanding that they would *not* hold me responsible for anything *up to that time*, I joined them. A week later I closed the factory and sold all the machinery at three times the price at which "experts" had valued it. (The plant was *worth* the price I *sold* it for, as the machinery was nearly new, many wheels not having turned. It was not a case for the coroner.)

Then I invented entirely new apparatus. The patents are recorded in my name. I made very large sales at home and abroad. Ignoring their losses *prior* to my connection, I put the business on a self-sustaining basis, paved the way for selling it as a "going concern;" then resigned. It was sold to the largest corporation in its line in the country and is a great success. The original of those bankers' letter hangs in my office, where their names may be read:

> *"We take pleasure in stating that we have known Mr. Edward J. Wessels for the past three and one half years, during which he was constantly in our service. Originally engaged in the capacity of Selling Agent, he advanced to the position of Managing Director of the —— Air-Brake Company, of New York, in which we are interested.*
>
> *"When Mr. Wessels assumed control of the business, the air-brake apparatus needed almost entire reconstruction, perfecting and introduction to the market. He labored incessantly and achieved great success.*
>
> *"Through his ability and personal work he created a demand for street railway air-brakes at home and abroad. We have always found him a man of sterling integrity. In everything he undertook he was absolutely reliable.*
>
> *"Mr. Wessels' foresight and executive ability led to the introduction of great economics in business management. In all the sales of air-brakes ever made he never lost a dollar in bad debts. Mr. Wessels resigned his position entirely of his own free will and carries with him our best wishes for success in whatever business he may undertake."*

This story covers several years' work. You business men understand what it meant to *merit* this endorsement from bankers who weigh values and are as devoid of enthusiasm as is a marble slab from heat in March.

Advertisements prepared for newspapers, trade papers, magazines, etc.
Business counsel.
Campaigns planned and executed.
Foreign trade developed.

IF YOUR business is satisfactory; IF it's free from leaks; IF by-products are paying their way; IF you have all the orders you need; IF you are keeping in the van; IF you have satisfactory foreign connections; IF your ADVERTISING is what it SHOULD BE, in text and illustrations; IF your space is earning all it SHOULD, you may not be keenly interested in this page. I bought it to announce my work as a business-builder.

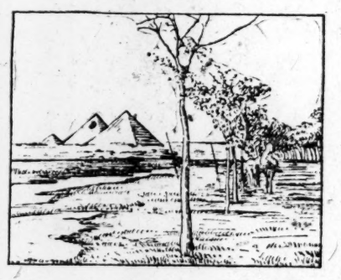
But, IF like Alexander the Great (so-called) you "sigh for more worlds to conquer"; IF you have not obtained what you feel you SHOULD HAVE, this page may lead you out of the fog of uncertainty, to the place where CO-OPERATION of the RIGHT kind MAY be had.

The question asked in business, of men who tender services—or whose aid is sought—is, "WHAT HAVE YOU DONE?" May I anticipate that stereotyped inquiry by giving records of what I DID for some clients. From these you will be able to judge my capacity for serving YOU.

HAD I BEEN UNSUCCESSFUL, I would not have the assurance to tell business men that I CAN help THEM to achieve SUCCESS in the general use of that much-abused word. I HAVE helped a number of men to succeed along legitimate lines. I can here cite only a few cases. For obvious reasons names will be omitted.

The following stories, being TRUE to life, are to be credited at FULL FACE VALUE. I do not buy space to disseminate fiction. The subjects chosen are of general interest and will appeal to SOME responsible business firms, whose accounts I seek. It would be easy to give other cases, but those selected are fairly representative of the variety of businesses which I have handled.

World-Wide Travel



For over seventy years Messrs. Thos. Cook & Son have been in uninterrupted existence. They are, by many years, the largest and *oldest* tourist agency in the world.

Beginning in a modest way, the firm has greatly prospered and now maintains over one hundred and fifty offices, which cover all countries. Not only does it provide travel tickets and hotel coupons, for the individual, the family, and the conducted—and non-conducted—party, at home and abroad, but it does an extensive banking business.

I regard it as an honor to have been entrusted by them with the preparation of an *unusual* booklet. I need not hesitate to mention this name, because the book will—before long—be distributed on a broad scale. You can then get a copy and judge the value and comprehensiveness of my work.

The firm retained me to write this booklet—not only because the management knew my business qualifications—but because of my many trips to Europe, the West Indies and over our country. (I will add that I never take a trip, for business or pleasure, without *studying* people, places and things. Pope wrote, "The proper study of mankind is man.")

This booklet was unusually difficult to write because of involved subjects. I did not have the benefit of a single *pictorial* illustration. Not one itinerary or program is included therein. The *whole* of the text focuses on *travel*. Of course, it would *not* do for the book to have "a dry line in it." Here's an extract from Messrs. Thomas Cook & Son's letter:

> *"We much appreciate the very careful attention that has been given to its preparation, and have no doubt that when the booklet appears it will be an important factor in the production of new business.*
>
> *"We shall be obliged if you will send us Bill, when we shall be pleased to send you our check.*
>
> *"Thanking you for the very great care that has been devoted to the matter, we are, etc."*

What Mr. William C. Freeman Thinks



Mr. William C. Freeman, Advertising Manager of The Evening Mail, New York, is one of the best known advertising men in America. I know him well. A few months ago he handed me the original, here reproduced:

> *"This will introduce Mr. E. J. Wessels, who up to a little while ago was Assistant General Manager of John Wanamaker's New York Store. He quit because advertising appeals to him as work that he likes better.*
>
> *"He has just returned from a trip abroad. I asked him to see you and Mr. Stern in the hope that at last I will be able to introduce to you a man better equipped than any other man I know for the work you have in mind.*
>
> *"Please talk to him. He is a big man physically and intellectually and will be a great power in your organization should you get together."*

I neither saw Mr. Stern—nor do I expect to see him—but this letter, from the dean of advertising managers in newspaperdom, may lead some one, who is considering *where* to have his advertising handled, to go to the man Mr. William C. Freeman endorsed.

Mr. John Wanamaker's Judgment

As Mr. Freeman quoted this well-known merchant, I give an extract from Mr. Wanamaker's letter to me:

Dear Mr. Wessels:

*I hold in my hand your letter of 22nd. just received, to get this answer off to you. * * * I have lots of good things that I can say about you to anyone that calls upon me.*

*The advertisement that you enclose regarding * * * is excellently done.*

(Signed) Yours sincerely,

John Wanamaker

Bear witness, please, that I've tried to *avoid* speaking of myself more than was *strictly necessary* for a correct understanding of the stories. *I'd far rather obliterate personality.* But *unless* I give *strangers* concrete evidence of what I've done, and what clients *said* about it, *how could they learn about me and my work?*

I rely upon *your* sense of fairness not to allow this page to be *distorted* into "blowing my own horn." View it, please, as an ambassador whose credentials are *qualifications* and an earnest purpose to *serve*. Only by serving others can I be benefited.

Edward J. Wessels

Phone Gramercy 279

Advertising Business-Building
200 Fifth Avenue, New York

A Non-Elusive Sky-Line



Seldom am I willing to prepare real estate advertising. Several months ago I told a so-called "banker," after analyzing his scheme, that I would not prepare the prospectus he wanted, if he handed me $5000 on the spot.

He had tried to dodge my inquiries—not knowing my financial education. But he was forced to admit that investors would get nothing in exchange for money sent, except a certificate having *no underlying security*. His scheme involved selling "expectations." He and his associates were not owners of the property covered. It was a "house of cards."

There are *many* reliable real estate brokers and dealers. But I do not forget that the *converse* of this is also true—hence the need for unusual alertness and precautions when dealing with strangers. Some of my valued friends are in real estate—and if all were like *them* we should never hear about swamp lands and bogus titles.

For a responsible real estate and mortgage loan client in Jacksonville, Florida, I wrote and printed a cloth-bound book called *"Our Sky-Line,"* which has been called the "best" published. Of course it is free from boom arguments. It *understates* (rather than overstates) demonstrable facts and gives verified cases of advances in values which *really* occurred, etc.

You may see a copy here. I showed one to the Advertising Manager of the Monitor. If you ask his opinion of the book, I think he would give it—which will be preferable to printing what my client said, orally, after the book was finished.

If you wish to retain me for similar work, distance need not prove an insuperable objection.

The Dressings That Never Came Back



A young woman was announced. Stepping into my reception room I found she had called "on business." She entered my private office and said, "I've come to retain you." We were strangers. I asked, "For what?"

Pulling a letter out of her bag she said, "I presume you wrote this?" I replied, "Yes." She said, "Well, I concluded that the man who could write *that* letter would be sure to be able to help our business." Handing me a list of trade papers—it has since *grown*—she said, "Will you prepare our copy for the next issues of these papers?"

She did not ask "What do *you* know about our Dressings? What will you charge for your services?" Her confidence bespoke for her concern my best work. On sending copy to the concern's office, it came back O. K.'d and marked "Very good," "Fine," etc. No unfavorable criticisms or amendments appeared.

Since then I have prepared many pages of their trade announcements, designed a trade mark, furnished original ideas, wrote special letters, laid out campaigns, etc. Here is part of the manager's voluntary letter:

> *"Let me assure you again that I appreciate fully all that you are doing for us, and I realize, too, that no financial remuneration can adequately compensate you for the personal interest which you are putting into the preparation of the copy and working material you are giving us."*

Is it not reasonable to suppose that I can attend to *your* publicity, etc., as satisfactorily as I am handling this account?

New ideas furnished.
Letters written covering all subjects.
Short cuts indicated.
Trade marks designed.
Translation of foreign ideas into good American.

Varnishes That Expanded



A department head, in the largest varnish manufacturing concern in America, decided that, having made money for the company, he should be able to make some in business for *himself*.

This specialist understood gums, benzines, varnishes and oils better than any one in the concern. But he dreaded to give up a good salary and commissions, for the questionable pleasure of manufacturing for his own account. He asked me for advice, from time to time. I felt warranted—in view of prevalent conditions—in urging him to make a start while he was *young* and pointed out that altho it was sure he would have a hard struggle to get his concern on a paying basis, it was also *certain* that, *in time*, some understudy would crowd him out of his position. (The concern he was with has numerous relatives and is noted for kaleidoscopic changes in its personnel.)

He resigned and formed a small (unwatered) stock company. Calling as "President," he retained me to do *all* of his Company's work, from designing a trade mark, to printing can labels.

The names he had expected to adopt for different brands did not commend themselves to my judgment. I suggested totally *different* ones. He abandoned his and chose mine. I prepared a telegraph code, a striking cable address, and got out catalogs in American, French, German, Italian, and Spanish, while he mixed compounds and insulating varnishes.

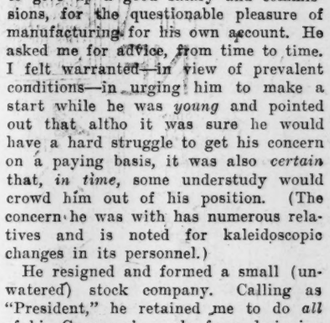
On retaining me he had said, "You are the only one I want to handle the business, and I'm willing to pay you well for it. You can fix your own price." (He lost *nothing* thereby.)

To-day his concern is doing well, has a new factory and is building the foundations for a nne business, in our country and abroad. My client owns a majority of the stock and—all things considered—is *far* ahead of where he was a few years ago when known as "Mr. * * * of our * * * Department." He sent this letter:

> *"I have only just now found time to reply to your favor of the 11th inst.*
>
> *"The work you have done for us in the way of preparing catalogs, letter heads, labels, trade marks, etc., and in relieving us of the trouble and annoyances incident to getting our printed matter has been very satisfactory.*
>
> *"I am very glad to recommend your services to any one requiring dignified, forceful, and up-to-date 'copy.'*
>
> *"We trust you are meeting with deserved success."*

Should you ask him, "Did it pay you to retain a business-builder?" I think I can say what he would *answer*.

In the Realm of Art



I just finished a de luxe book, "Harmonies in Designs," for a leading Manhattan firm.

This firm's letter appeared in the Monitor of November 13th. It's worth looking up. Here are two extracts therefrom:

"And we cannot see how it could be possible for your work to be improved.

"You have done far more than you agreed to do in your contract."

Technical matters do not baffle me because of the groundwork laid at home and abroad.

RATES

One insertion 12c a line; three or more insertions, 10c a line. No advertisement taken for less than three lines

Classified Advertisements

Answers may be sent to New York Office, 2092-2093 Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 750 People's Gas Bldg, Michigan Ave. and Adams St.

TELEPHONE

Your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising

REAL ESTATE

ARTHUR W. TEMPLE
READING, MASS.
EVERYTHING IN REAL ESTATE
Tel. 223-5

$2900

7-ROOM HOUSE, new piazza on 2 sides, 2 new maple floors, h. w. heat, grapes, garden, fine neighborhood, 3 min. to station.
TEMPLE, Reading, Mass.

$3200

IN HEART OF RESIDENTIAL SECTION—House of 7 rooms (one not plastered), shop, shed, hennery, 14,900 sq. ft. of land, 139 ft. frontage, ample room for another house, 7 apple trees, grapes, plums, currants, quinces.
TEMPLE, Reading, Mass.

$3300

NEARLY NEW 6-room house, all improvements, 5100 ft. of land, floors mostly maple, fine elevated location, 1 min. to elec., 4 to steam, yet very quiet; owner leaving town.
TEMPLE, Reading, Mass.

$4650

SL. TE-ROOFED HOUSE of 8 rms., all impts., several new oak floors, 2 fireplaces, octagonal pagoda, adjoining piazza, both screened, stands high above street and well back from it, 14,620 ft. of land, with fruit and ornamental trees, 5 min. to square; sold for mortgagee.
TEMPLE, Reading, Mass.

$4750

This colonial house has 14 rooms, 8 fireplaces, granite underpinning; house very substantially built and recently shingled. Stable, carriage house and 58,907 ft. of land, fronting on 2 streets, making several house lots available; fine shade trees on the lawn; sold for executor for $4750, though assessed for $6200.
TEMPLE, Reading, Mass.

$5000

FACING THE SQUARE, corner lot; just the place for high class boarders; colonial house of 11 rooms, all impts., very sunny, shop and 19,000 ft. of land; large house lot could be sold; to settle estate this can be purchased for below assessed valuation.

ARTHUR W. TEMPLE, READING, MASS.
Tel. 223-5

IF YOU WANT TO
Buy or Sell, Hire or Rent
Mortgage or Insure in
BROOKLINE
Communicate at once with the office of
FRANK A. RUSSELL
506-7-8-9 OLD SOUTH BLDG., BOSTON
1321 BEACON ST. (Coolidge Corner)
219 WASHINGTON ST. (Brookline Village)
Tels. at Each Office.

CHAPIN FARM GUIDE. Postpaid.
Describing fine old Attleboro estate for development.

SPECIAL TO POULTRY MEN.
In village opp. P. O., between Boston and Marshfield, six acres, excellent 2-story house, 8 high rooms, open fireplaces, newly plaster and decorated, $1.00 roll paper, blinded. Good stable, store with fixtures. Besides raising poultry buy eggs and poultry, paying in goods and ship to Boston, securing double profit. Price $3200. $700 cash, bal. 4 per cent. (House alone would cost $5000.) Photo at CHAPIN FARM AGENCY, 294 Washington St., Boston. (Buyer's expenses paid.)

Our Fall Catalogue
Just issued, contains illustrations and descriptions of over 500 farms and country homes, sent free. BRECK'S REAL ESTATE AGENCY, Dept. M, 51 North Market Street, Boston, Mass.

REAL ESTATE—KANSAS CITY

FOR SALE—BARGAIN—11-room house, South Side; well built; easy terms. C. E. FORGY, 15 E. 10th st., Kansas City, Mo.

MORTGAGES FOR SALE

FOR SALE—First mortgage of $18,000 on 53 acres of highly developed Hood River orchard, appraised at $47,000; $5500 to be used developing security; will pay 7 per cent semi-annual interest; income approximately $5000 annually. H. C. ALLEN, Hood River, Oregon.

OFFICES TO LET—NEW YORK

TO SUBLET for winter months, desirable office, suitable for practitioner, near 34th st. X 10, 2095 Metropolitan bldg., N. Y.

FOR SALE

BACK BAY ROOMING HOUSE
VERY nicely furnished; sell much below value; good reasons. Address L 32, Monitor.

Winthrop's the Place
Dwellings and building lots in all sections of Winthrop, Mass., for sale. Winthrop, with 8 miles of ocean and harbor frontage, 90 trains daily to Boston, 5c fare. Metropolitan water, sewers and boulevards, good schools and streets, offers the best opportunities for suburban residence. For maps, prices, etc., see Floyd & Tucker, 34 School st., Boston.

ALVORD BROS. & CO.
Newton Real Estate
Offices at
NEWTON NEWTONVILLE
NEWTON CENTRE
19 MILK STREET, BOSTON

WOLLASTON
FOR SALE—Houses on the Hills, from $5,000 to $10,000, beautiful locations, unsurpassed Views, also houses in Wollaston Park, and Norfolk Downs. Apartments to let.
N. G. NICKERSON,
Tel. conn. 19 MILK ST. BOSTON.

WEST ROXBURY
FOR SALE—House of 9 rooms in excellent condition, 2 baths, modern plumbing, combination heat, hardwood floors; large garage; 30,000 sq. ft. of land; select neighborhood, near Highland station; low price and reasonable terms. JOSEPH BALCH, 53 State st.

REAL ESTATE—MARYLAND

MARYLAND, STUBBS POINT FARM
485 ACRES for sale; 2 miles salt water frontage; 3 cottages; several shooting booths; mild climate; productive soil; a fortune here for the right party; price $50,000; reasonable terms. BRUCE, Lexington, Mass.

HOUSES TO LET—FLORIDA

DAYTONA BEACH, Fla.—Half of a new bungalow, 2 pleasant rooms and bath, furnished for light housekeeping, porches, electric light; 2 minutes from ocean and postoffice; rent $150 for season. Address MRS. M. A. SHERMAN, Box 345.

REAL ESTATE MORTGAGES

WELL SELECTED 6% 1ST MORTGAGES on good central California homes and ranches are absolutely safe. H. S. DERBY, Attorney, Sacramento, Cal.

PRIVATE INDIVIDUAL will purchase heirs' or others' interest in unsettled estates, or loan on same anywhere. Box 3195, Boston.

REAL ESTATE

Conant's Homesites
ATLANTIC-BY-THE-SEA
$10 WILL START YOU

TO BUY a house of your own and you can soon stop paying rent; you can have a home near the ocean, with a taste of country, in the city, with all improvements, only 10 minutes from South Station, at Atlantic-by-the-Sea; office on the grounds open every afternoon and Sunday; corner of Billings st. and East Squantum st. (follow electric car track from Atlantic Station). Boston offices, Old South building; telephones, Main 4123, Dorchester 4413-M, Cambridge 147, South Boston 355-M; send for free booklet on "How to Finance a Home."

SHARON INN
HOW would you like to buy a thoroughly equipped hotel of nearly 40 rooms, all furnished, in this beautiful, healthful town, with 4½ acres of land, on the main street, near the Town Hall and Postoffice, for less than the assessed valuation, and less than the real value of the land alone? Here is a bargain right over the counter. CHARLES M. CONANT, 640-642 Old South Bldg., Boston; phone Main 4123.

SQUANTUM INN
THIS beautiful and celebrated resort, with fine garage and 215,000 sq. ft. of land, fronting on four good streets, is for sale at assessed valuation; here is an opportunity for a hustling hotel man to make a bunch of money this coming season; near the aviation field, famous as the summer home of Atwood and Ovington; here is a golden opportunity. See CHARLES M. CONANT, 640-642 Old South Bldg.; no reasonable offer will be refused; phone Main 4123.

Wellington-on-the-Fellsway
WE ARE BUILDING several 8-room houses with stucco exterior, which will be the most unique, tasty and roomy single houses you ever saw, only eight minutes from North Station by steam, and only 20 minutes by Fellsway electrics; here is a chance to own a dandy home for a reasonable amount down, and the chance to long will soon be gone. See CHARLES M. CONANT, 640-642 Old South Building, Boston; phone Main 4123.

South Shore Estate
The Gov. Emery Property at Marshfield

500 ACRES of the highest land in Plymouth county, overlooking ocean and country for many miles. The finest grove of oak and pine in the state. Chance for 100 of best cottage and bungalow sites, with mansion suitable for clubhouse ready for use, together with farm which will produce everything required. Near railroad and adapted to a select colony of several hundred families. A small syndicate can be developed to underwrite the proposition for the purpose of forming an association to handle or sell lots on easy terms under proper restriction. A reasonable offer for property will be considered by A. D. COLLINS, 34 School st., Boston, Mass. Photographs at office.

FINANCIAL

CHELSEA INVESTMENT
Nine-apartment, 6000 ft. land; sets back from street; good chance to build stores in front; plumbing new within 3 years; income $1200; can be made to pay $1800 with small outlay; price $12,000; easy terms. FRANK N. RAND, 27 State st., room 41, Boston, Mass. Tel. Fort Hill 3694.

WE WANT high grade parties to sell our choice 6% farm and city mortgages; good commission allowed; long and successful experience. INTERSTATE SECURITIES CO., Minneapolis, Minn.

BOOKS

Book and Art Exchange
203 BOWLES BUILDING,
Cor. Grand River Ave. & Griswold St.
DETROIT, MICH.
Bibles, Books, Cards, Pictures, Mottoes, Quarterly Covers and Lesson Markers.

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GARRISON ST., 19—Square front room on corner; up one flight; nicely furnished; steam heat; telephone.

REAL ESTATE

YOUR HOME
MAY BE PAID FOR AS RENT

A cute little home in the Aberdeen District, containing 8 rooms and bath, with steam heat, electric lights and every modern convenience, brand new; a proper place to bring up your children, and may be paid for with little or nothing down and the balance as rent. For price and further particulars see

FRANK A. RUSSELL
506 Old South Building, Boston
1321 Beacon St., Brookline
(Coolidge Corner)
219 Washington St. Brookline Village

For Exchange
First Class Single House equity in Brookline, finely located for letting rooms. House thoroughly modern and well built.

Land in Brookline suitable for bungalows or two family houses, for equity in small suite house, preferably in Brookline.

Fine Apartment House equity paying net 14½ per cent on price, for exchange for suburban property or farm. If you have unimproved property that you wish to dispose of, it will pay you to look into this.

James M. Hughes
18 TREMONT ST., BOSTON

ARTHUR W. TEMPLE
REAL estate and insurance. Temple st., Reading. Tel. 223-5.

WALTER K. BADGER
REAL ESTATE and INSURANCE
Reading sq. Tels. Office 125, Res. 185.

MOST VALUABLE PIECE OF PROPERTY IN CAMBRIDGE, away below tax value. S. P. SCULLY, 22 Arlington st., Cambridge. Tel. 3161-M, Camb.

REAL ESTATE RENTED AND SOLD
JOSEPH CLARKE,
Harvard Sq. CAMBRIDGE, MASS.

HOUSES FOR RENT

RENT FREE
FURNISHED house in Winthrop in exchange for care of same. Inquire of GEO. H. PAGE, Langham Hotel, Boston.

HARDWOOD FLOORS

FINE HARDWOOD FLOORS
All kinds, thin and thick, old floors renovated. W. J. DAY & CO., 42 Canal st.

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MISS HALL
The Baby's Photographer
Brookline Art Union
. . Pierce Building . .
COOLIDGE CORNER
Tel. Br. 3876-W.
Pictures taken at home if desired.

AGENTS WANTED

NATIONAL DRESS GOODS CO., N. Y., want a responsible woman in every town to represent their line of fine Wash Goods, Silks and Dress Fabrics; handsome outfit furnished free; easy work, good pay. Write today for particulars to Dept. G, NATIONAL DRESS GOODS CO., 260 West Broadway, New York city.

HELP WANTED—MALE

Traveling Salesman Wanted
By Jan. 1, 1913, to carry in every state as a side-line our patented GLASS and WOOD souvenir advertising calendars. Something new. Popular with banks. Big commission. Address
McAllister Mfg. Co., Rockford, Ill.

SALESMEN WANTED

LAND SALESMAN—We have an unusual good land proposition 15 miles from Mobile in the three-crop country. Three hundred feet elevation. Very liberal commission paid. Address MOBILE FARM LAND CO., 514 Commercial National Bank bldg., Chicago.

FARMS FOR SALE

The Homeseeker's Opportunity
For a profitable farm home, look to Vermont. Productive and improved farms can be purchased at very reasonable prices. Ideal climate, fine water, good roads and unsurpassed school and social advantages. Near the great Boston and New York markets. Vermont surpasses most of the great agricultural states of the West in per-acre production of staple crops. Big FREE book of information. "Homeseekers' Guide to
VERMONT FARMS'
may be had by writing GUY W. BAILEY, Sec of State, Publicity Dept., Essex Junction, Vt.

APARTMENTS TO LET

Farwell Chambers
19 PLEASANT STREET
Cambridge, Mass.
NEW AND MODERN heated apartments, near City Hall; after subway opens, about Jan. 1, this building will be 6 min. ride to Park st., 2 min. walk to station; 5 rooms and bath, $37.50 per month; 4 rooms and bath, $33.33, per month, on yearly lease. Apply to Janitor, or
A. R. HENDERSON & CO.
HARVARD SQUARE.

New Kitchenette Apartments
of 3 and 4 rooms, with bath, heat, continuous hot water, janitor; near Hotel Beaconsfield; excellent location, fine view; rents reasonable. J. EDWARD KIRKER, Village Square. Tel. Brookline 3131.

STORES AND OFFICES

Practitioner's Suite
OFFICE, living room and private bath adjoining; rent reasonable; also one office, $20. Tel. Back Bay 600, ALLEN, Hall bldg., 384 Boylston st.

BUSINESS OPPORTUNITIES

Grand Business Opportunity
The BOSTON FILTER COMPANY, manufacturers of the Boston Water Purifier, have an excellent business proposition to offer to a responsible party with working capital for the exclusive sale of their products in cities not operated at present.

We manufacture 19 sizes and styles which are applicable to the home, hotel, restaurant, banks and clubs. The filtering medium, an unglazed porcelain tube, absolutely sanitary, will make common city water superior to spring water. These purifiers are leased and sold; the average cost of water by the rental system is 1c per gallon. See our advertisement in this paper under household specialties. For full particulars address
BOSTON FILTER COMPANY
CHELSEA STATION, BOSTON, MASS.

Genteel Lodging House
FOR SALE—Back Bay district, 14 rooms and 2 baths, open plumbing, elegantly furnished throughout and clean, taking in $52 a week, besides 3 living rooms; furnished complete and everything goes; this is a grand opportunity for man and wife to invest where all living expenses and a large income are positively assured; price and terms easy to reliable parties; address owner and save commission. Address K 28, Monitor.

BUSINESS NEEDS

TYPEWRITTEN MULTIGRAPH LETTERS on your own letterheads reproduced perfect. Best goods seller. Fine for societies. Send copy for prices. E. W. BRESNAHAN, Pine st., Holyoke, Mass.

RESTAURANTS

Bakery, Lunch Room and Restaurant
A. J. Piatt Bakery Co.
415 Washington Ave. ST. LOUIS
Phone Bell Main 812.

STONE'S CAFE
Thanksgiving Turkey Dinner, 19A Norway

WOMEN'S SPECIALTIES

Grey's Hairdresser Shop
Specializing in hairgoods—Marcel waving, Shampooing—BOSTON MANICURING. Will make up hair combings.
125 East 34th Street : : : NEW YORK
Phone, Madison Square 513.

MADAME DU TREMBLAY CO.
MILLINER
3 Temple Place Boston

LEARN TO SEW
School of dressmaking. 149 Tremont st., room 522.

S. T. TAYLOR SCHOOL OF DRESS-CUTTING—Bon Ton Patterns. MARTHA M. FLINT, 500 Boylston st., Boston.

FLAVORING EXTRACTS

SAUER'S PURE FLAVORING EXTRACTS have no equal; sold everywhere; 10c and 25c the bottle at your grocer's.

JEWELRY

J. C. DERBY CO'S Jewelry
AT
The Gift Shop
1336 Beacon Street, Brookline
Tel. 3876-W. Brookline.

FURNITURE

CASH PAID FOR
SECOND-HAND FURNITURE
carpets, rugs, feather beds, bedding, dishes, silverware, pictures, bric-a-brac, old books, antiques, clothing, etc., job lots of any description, new or old. Send postal or call on
EDWARD COURTNEY
199 WASHINGTON ST., SOMERVILLE.
Tel. Somerville 618-M. I will call promptly.

HIGHEST CASH PRICES paid for Furniture, Carpets, Rugs, Pianos, Antiques, Bric-a-brac, Books, etc. A. LOWENSTEIN & SONS, 1280 Washington St. Tel. 342 Tremont.

FURNITURE REPAIRING

WE HAVE a department devoted to repairing and renewing reed, rattan, willow and antique furniture.
NEW ENGLAND REED CO.,
11A Green st., Boston, Mass.

PIANOS

PIANO FOR SALE—Schonenger concert upright, burl walnut case; cost $450; will sell for $300 cash or $325 on terms. Address K 27, Monitor Office.

FOR SALE—A Sterling piano; in good condition. Will sell cheap for cash. O. L. BRINING, Champaign, Ill.

DENTISTRY

MORIN DENTAL OFFICE
Arthur H. Dobbin, D.D.S. G. D. Morin, Prop.
496 Mass. Ave., cor. Tremont St.
Tel. Tremont 1357-W. Boston, Mass.

POST CARDS

ROUND THE WORLD POST CARDS
A set of 50 beautifully colored post cards, showing scenes in many lands. Every card a work of art. Set of 50 $1. A selection of four will be sent for 10 cents. Address R9, Monitor Office.

PRINTING

T. J. Russell Print
HIGH CLASS PRINTING AND ENGRAVING
Office Stationery a Specialty
333 WASHINGTON ST., BOSTON
Tel. Main 4580

FLAVORING EXTRACTS

WHY DO they all say, "As good as Sauer's?" SAUER'S PURE FLAVORING EXTRACTS have received thirteen highest American and European awards.

WOMEN'S SPECIALTIES

Learn to Sew
School of Dressmaking
Special course arranged for young girls. All home work taught. Classes Monday and Thursday.
Fitted pattern given with each course itself worth price of course.
Patterns, any design, cut to measure.
149 Tremont St. Lawrence Bldg., Room 522. BOSTON, MASS.

HOUSEHOLD NEEDS

AUTOMATIC FLOUR
SELF-RISING WHEAT FLOUR
The Economical Prepared Flour
MAKES DELICIOUS BISCUIT, DAINTY CAKES, APPETIZING GRIDDLE-CAKES
At Nearly All Grocers.



SEND $1.00 for sample of the WONDERFUL MAGNETIC, SELF-SHARPENING, SELF-MEASURING, TENSION SHEARS. Every pair GUARANTEED for FIVE YEARS. An absolutely new article of GREAT MERIT. An IDEAL present. Every woman wants these SELF-SHARPENING SHEARS, that measure while they cut, are always sharp, and will find the lost needle for her without dropping her work, as they are MAGNETIC. Quick sellers at $1.00 and $1.25 per pair. 7, 8 and 9 inches. Write at once for reserve territory. Controlled exclusively by The EVER-SHARP SHEAR COMPANY, New York and Boston. Address EVERSHARP SHEAR CO., Roxbury, Mass.



REDLEIF POLISHING DUST CLOTH
CLEANS and polishes furniture and floors. Prepaid to any address for 25 cents. THE REDLEIF CO., 4207 Drexel Blvd., Chicago, Ill.

SEND YOUR LAMPS
Radiators and Wind Shields
for Repair to
Hillman AUTO SUPPLY MFG. Company
98 Mass. Ave., cor. Newbury St. Tel. B. B. 16

FOR SALE—Choice collection of Indian baskets, made by tribes of the west coast, Ariz. and N. M. MRS. J. BENNETT, 209 E. Voulevard, El Paso, Tex.

ANTIQUES

VISIT THE TREASURE HOUSE
Of the things of Long Ago. **Rare Old Lamps, Prints, Needlework, Handiwork** of the sturdy New Englanders. Kitchen Utensils used by our ancestors. A pair of **Real Chippendale Chairs.** Look in at the quaint things in the Barn. **E. M. REED, Wellesley Hills.**

FALL SALE Special Price on all Antique Furniture. Also copper, brass, silver, pewter and china. D. A. JACOBS, 9 Lowell St., near North Station.

CHRISTIAN SCIENCE SERVICES

The First Church of Christ, Scientist, The Mother Church, Falmouth, Norway and St. Paul sts., Boston, Mass.—Thanksgiving Day services at 10:45 a. m. Subject for The Mother Church and all its branch organizations: "Thanksgiving."

WITH OUR ADVERTISERS

In a canvas of over 1,000,000 women wearing Sorosis shoes it was found that 86 per cent of them had been led to try them in the first place through the recommendation of a friend. This was due primarily to their extraordinary comfort, the conformity of the lines of the shoe to those of the foot, their remarkable fitting and wearing qualities, their style and finish. Many women whose names are celebrated in the world's history have expressed their entire satisfaction with the Sorosis shoes, and appreciation of the painstaking efforts made by the manufacturers and their representatives that their shoes should possess all the requirements of comfort, fit, beauty, style and wearing qualities. Established in 1897 in Lynn, Mass., by A. E. Little & Co., the business has grown into one of the largest organizations of the kind in the world, studied and emulated by European manufacturers. At the present time its annual output is millions of pairs, distributed all over the world, for there is not a civilized country which has not heard of them. Approximately there are 450 representatives of this company located in the more important cities in both hemispheres, and nearly 4000 shoe dealers in all parts of the world have applied for the representation of the Sorosis shoe. This eagerness is not due to the large profit that is made on them, as other makes of shoes yield a larger both to the manufacturer and dealer. It represents merely the general demand for the shoes in every community.

An important factor in the success of the shoe is believed to be the attention that is paid to the welfare of the workers. Mr. Little believes that the heart should go into the work as well as the hand and to that end has striven to make the conditions of work as happy as possible. He has organized a club, the Sorosis annex, among the women workers, provided for them a handsome colonial dwelling house which he has furnished in a way that combines feminine daintiness with serviceability, resulting in a homelike atmosphere. It is provided with a dining room, game, rest, reading rooms and parlors and all the appurtenances that go to make a successful club. As a leading college president has put it, here "the young women meet daily to clip coupons from the bonds of good-will that bind them to their employers."

—ooo—

In the year 1896 the Hood Rubber Company of Boston started to manufacture rubber boots and shoes. It began with an output of 1200 pairs a day which required the employment of 200 hands. Today the output is 50,000 pairs a day and 4000 people are employed. This is a big growth to take place in 15 years. All kinds of rubber boots and shoes are made by this company. Aluminum lasts are used exclusively in their manufacture, insuring a perfect fit.

The factory is located in Watertown, Mass., just outside of Boston. It is interesting to note that this business requires an area of 720,000 square feet of floor space, or nearly 17 acres.

—ooo—

The Real Tone Diaphragm is a recent invention which is said by persons who have heard the result when it has been applied to an ordinary talking machine to bring out its powers wonderfully. A lady who has had one placed in her machine writes: "The diaphragm you placed in our machine is very satisfactory. While we have always been pleased with the music from our machine, we cannot fail to appreciate the improvement due to the new diaphragm. We now hear notes in our records that we never heard before. The improvement is especially noticeable in chorus and orchestra selections as each voice and instrument is distinctly brought out, whereas previously it was one burst of tone. Aside from all this, the new diaphragm has done away with all metallic sound, giving instead the real tones of instrument and voice."

The diaphragm is made by the Real Tone Diaphragm Company of Milwaukee, Wis. It is inexpensive and can be applied to any soundbox. To insure proper fitting, adjusting and testing the box should be sent on with the order for the diaphragm.

Every morning for weeks past that the children have found ice on the sidewalks where there were puddles the night before, they have gone eagerly to scan the ponds and small streams to find if the ice was thick enough for them to skate on. Disappointment has been theirs so far, but it will not be long before all who love the sport will have opportunity to engage in it. The stores have been ready for some time with their skates, warm mittens and scarfs, and now Miss Walsh of Boylston street is showing some very attractive caps—warm and soft—just the thing for a girl to draw over her hair and her ears, too, if she wants to, and then away. They are knitted out of white worsted. One of the prettiest is much like a tam-o'shanter in shape, with the straight band made of tan and finished on top with some knitted bells of the tan.

—ooo—

At Miss Fisk's Red Glove shop on Boylston street is to be found an attractive presentation of gloves for men and women. They are for dress and street wear in all the fashionable colors and shades. Nothing makes a more acceptable gift than a pair of good gloves for they are always needed and no one can ever have too many. A soiled or a worn glove will spoil the effect of the otherwise most exquisite toilette. As it sometimes happens when buying gloves for another the size or just the right shade has not been selected. Miss Fisk has arranged that they may be exchanged for any other size or style or color in her establishment.

—ooo—

Dainty little aprons with touches of lace and embroidery and a tiny pocket, are being shown by the Gilchrist Company as appropriate for holiday gifts. They are of different patterns but all intended to wear by the house mistress at afternoon tea. They are pretty for fancy work, too, or the light sewing women like to do in the afternoon or when the family gathers around the lamp in the evening and talks over the events of the day.

—ooo—

The E. C. Leonard Company, women's tailors, has opened a new department, quite unusual for a tailoring establishment of the highest class, and therefore to be all the more appreciated. It is for the cleansing, pressing and repairing of women's garments. This has been made almost necessary by the frequent rains of the last few weeks. These have had their effect on good clothes, and have made owners of old ones bring them out and wear them as they had not expected to. A little repairing, a new lining or fresh facing, and new buttons, a sponging and pressing has put them into excellent condition. The company is now at 462 Boylston street.

—ooo—

At the fine new store of George L. Griffin & Son at 368-370 Washington street is to be found an excellent line of fur and other garments for men and women. This company has customers whom it has retained as families for 47 years, when it first started in the business, indicating as well as anything can the satisfaction given them. The last 13 years the store was located at 404 Washington street, and was moved from there to enlarged quarters but a few weeks ago.

—ooo—

Unusual at this time of year are the values given on a line of oriental rugs by H. R. Lane & Co. of Chauncy street. They are from the stock of A. N. Merdinian of New York, and are being closed out at a great reduction. They are of the smaller sizes and afford an excellent opportunity for gift getting that is out of the ordinary.

VERMONT REGAINING PLACE IN FRONT RANK AS PRODUCING STATE

MONTPELIER, Vt.—Vermont today by its progress is rapidly setting aside the belief that has gained prevalence in other parts of the Union that the state is going backward instead of forward. Many great movements and reforms have passed through periods of seeming inactivity only to emerge stronger than before and this is the case with the Green Mountain state.

The last of the New England states to be settled by the pioneers in old colonial days, Vermont was among the first and foremost in the great struggle for liberty. The story of the Green Mountain boys and their daring exploits has passed into the nation's history.

From the days of '76 to the present time Vermonters have been enacting a great life drama, always changing with changing conditions of life and its demands. But the stage is small and the theater out of the way, and the general public has been too much occupied to give much heed to it.

Beginning her career as a commonwealth with a long record of martial achievements that today reads like romance, Vermont next was soon reaping her share in the benefits that attended the opening and development of northern New England after the revolution. Her population steadily increased, her lands were cleared and tilled into fruitful farms, her waterpower was harnessed and made to drive busy factories and mills, many furnaces and forges scattered here and there worked into marketable shape the iron ore that in those early days could be mined at a profit within her borders, and a general broadening and uplifting social and literary culture accompanied this prosperity.

Steadily the tide of population and prosperity rose, steadily the foundations of a great industrial life and activity were being laid, steadily the governmental institutions and laws were being molded into shape to fit the ever-varying conditions. Vermont was a modern commonwealth; in some respects a model commonwealth. True, she was but sparsely peopled as compared with some near neighbors but she was growing and that continuously as people began to find out the fruitful opportunities her natural resources held out to ambition and energy. And she was inclining, even thus early, to be more of an industrial than an agricultural state as she ever has been, for that matter, although it is difficult to make some outsiders believe it.

Then came a steady tide of emigration to the West, kept up in such volume that the figures of the census of 1900 (the last available figures for this detail) show that over 40 per cent of the people born in this state have gone outside to make their homes. Strangely enough, too, after the interruption in the state's industrial activities caused by the civil war, the idea began to gain currency that Vermont was simply a farming state and that it was well nigh useless for a boy of any ambition to stay within her borders unless he intended to be a farmer. And even at that, the prairies of the golden West were considered a better place than the rugged hillsides of his homeland.

This attitude together with other causes, made Vermont something of a laggard in the procession of the states so far as some material things go, as anybody looking upon those days can see now very clearly. But the leaven of the "New Vermont" was beginning to work even then. The "New Vermont" would not take much stock in limitations.

During all this time there were, here and there, in Vermont, energetic, hopeful, progressive, optimistic, courageous men and women at work, without much fuss or ostentation, finding out for themselves and showing their neighbors that there were a great many things besides farming that could be done in Vermont. They were opening quarries of granite and marble, building little factories that were to grow into larger ones, and in scores of similar ways beginning anew the old industrialism.

They were beginning to advocate and practise the methods of intensive and specialized farming and to prove that farming could be made to pay in Vermont, as well as in the West. And they were steadily raising the rate of crop production.

They were beginning to realize the important fact to Vermont that a great part of the land was never designed by nature for tillage and crop bearing, but, left to the production of timber under proper cultivation it would produce annual crops that would pile up fortunes for the husbandman. There are no "abandoned farms" in Vermont, but there are so-called farms that were mistakenly cleared from forest land and that are now reverting to the old condition wherein they will be of incalculably more value than they have ever been before.

These optimists were building up the stone industry so that it now outranks that of every other state of the Union. They were calling attention to the wonderful business possibilities in the great volume of unimproved waterpower in the state that might be harnessed to do still more. They were giving their attention to the social and political life of the commonwealth, too, and quietly working at a propaganda for evolutionary changes that little by little, have since wrought transformations in laws, customs, habits of thought, business institutions and methods, that need only to be scrutinized by the careful observer to convince him that all things considered, there is no state in New England whose general trend is more truly progressive in the best sense of that much abused term.

IMPROVED AND USEFUL ARTICLES

Supplies for Women and the Home

HOUSEHOLD NEEDS HOUSEHOLD NEEDS HOUSEHOLD NEEDS

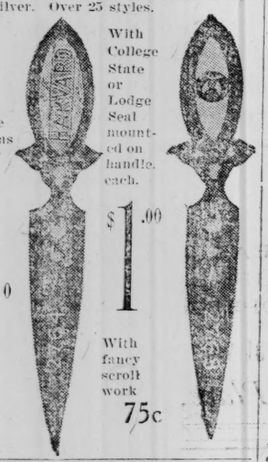
"Headquarters For Monograms of Distinction" For Holiday Gifts

The Salman exclusive monograms are made for all purposes, in all metals, and are known throughout the country for their distinction of character and superior workmanship. Automobile Monograms, Boat and Launch Names, also Metal Art Works of every description. Goods direct from our factory to the consumer.

We invite correspondence and will cheerfully furnish any information you desire, and guarantee prompt attention to all orders. We deliver articles on receipt of price by mail or express, charges prepaid, and guarantee safe delivery.

Paper Knives

For individual uses in dull brass or German silver. Over 25 styles.



With name, College name, as monogram, sawed out $1.50

With College State or Lodge Seal mounted on handle, each. $1.00

With fancy scroll work 75c

Book Racks



Made in dull brass or German silver, with any college, state or city seal on one end and any three-letter monogram on other end. Price per set 3.50

Metal Calendar Pads

With hand-sawed mono and scroll work. Dull brass, $2.00; German silver, $2.25; Sterling, $2.75.



2778

German Silver Mesh Bags

50 CENTS and upwards.



50-CENT style illustrated.

Ladies' Latest Floral Pins



In sterling, gold plated and solid gold. Sterling, gold plated with enamel, $1. Solid gold with enamel, $2.50.

2877

Mono Buckle and Belt for $1.75



The belt is of good quality leather in blue, brown or black. Mono buckle sawed from solid sheet metal in German silver or brass 14 kt. gold plate. Over 15 styles in buckles or pins, in any finish..... $1.00

Over 100 styles gold plate and sterling, $2.50 to $5.00.

College and Individual Rings



2941

In solid gold only. With initial, monogram, College or Lodge seal 8kt. $1.25 pennyweight; 10 kt. $1.50 pennyweight. No ring under 3 pennyweight guaranteed to stand hard usage. All gold 10kt. and hand stamped.

Monogram



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2901

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2005

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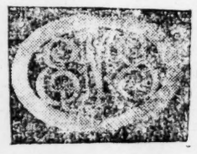
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2790

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2958

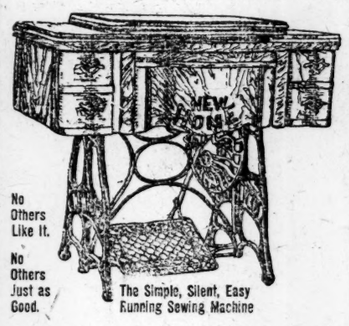
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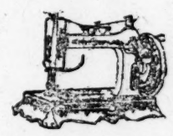
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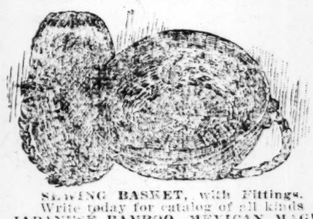


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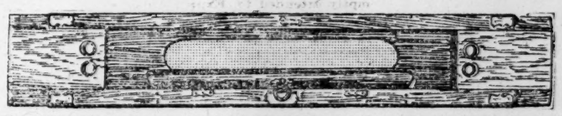
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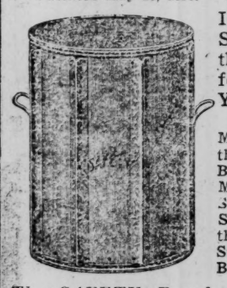
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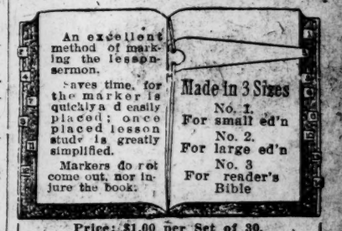
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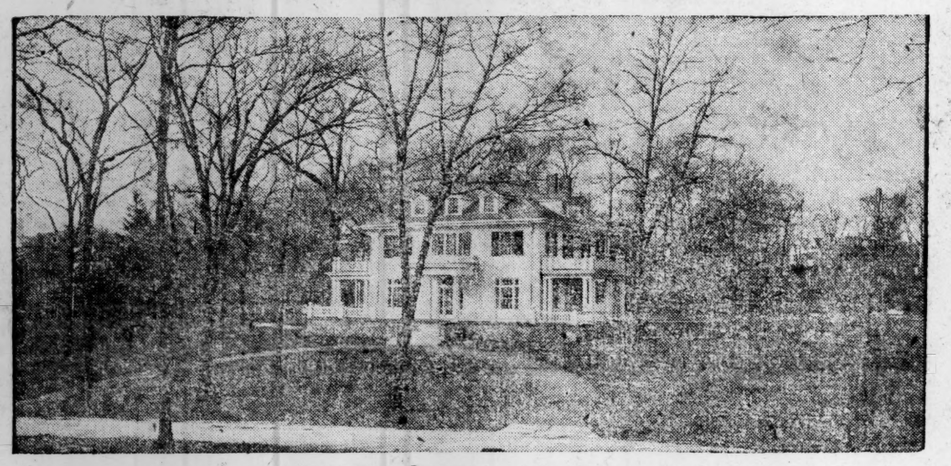
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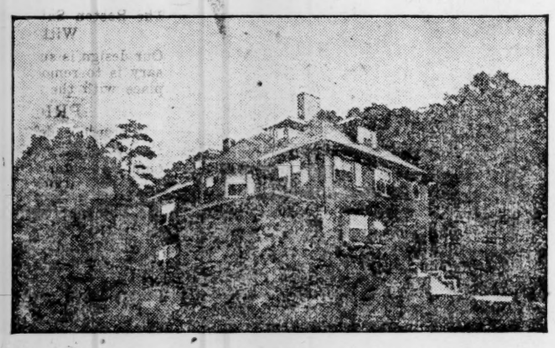
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LELAND FARM AGENCY Weekly circular free, a postal brings it. Dept. 76, F. F. Leland, 31 Mills st.

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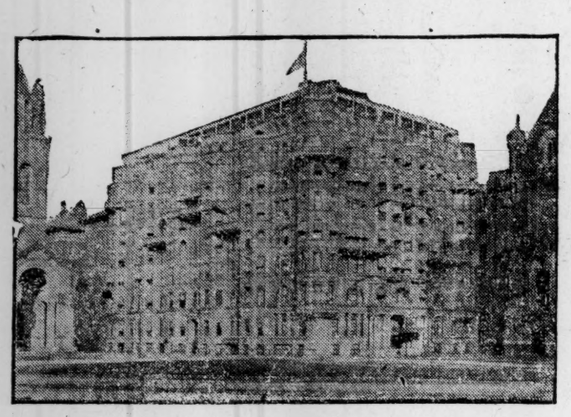
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Your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising

HOTELS HOTELS HOTELS

HOTEL WESTMINSTER



COPLEY SQUARE, BOSTON

C. A. GLEASON

RIVERBANK COURT HOTEL



RIVERBANK COURT,
Cambridge End of Harvard Bridge.

Hotel situated on the boulevard along the banks of the Charles River, on the Cambridge side, and its location is one of the finest in the world. It contains 135 suites of one, two and three rooms each, all with bath. The Cafe, with seating capacity of 250, is maintained on the European plan. A large assembly hall, or Dutch room, can be engaged for banquets, dinner dances, musicales or dances.

WILLIAM W. DAVIS, Mgr. RIVERBANK COURT HOTEL CO.

THE .. HOTEL .. BOWDOIN

8 Bowdoin Street
BOSTON

Rooms single or en suite, with bath.
Single, 75c., $1.00, $1.50.

Cars pass hotel to stations, theaters and shopping district. Homelike and clean. Special weekly rates.

SAMUEL B. DEANE, Proprietor.

ROOMS

Santa Barbara Cal.

FOR RENT—High class apartments, new, modern, artistic; lobby, sun room; hot and cold water, steam heat; private baths; telephones; laundry and janitor service furnished; delightfully located, upper State street.

"The Brackett"

Miss Jane E. Rankin

122 West 71st St.
.. NEW YORK. .

ROOMS TABLE BOARD

Helvetia Chambers

FURNISHED ROOMS

Single and connecting, large and airy, beautiful outlook, steam heat, shower baths; cafe in building. References.

$2 to $5 Per Week.
706 Huntington Av.

ROXBURY, 74 Cedar st.—Nicely furnished, well heated room, and board, for elderly lady or gentleman, where they can have every home comfort. Tel. Rox. 2195-4.

ROXBURY, 74 Cedar st.—Two well furnished connecting rooms; heated; very attractive; in nice locality. Tel. Rox. 2195-4.

BACK BAY, 169 St. Botolph st.—Large furnished, sunny front room, up one flight; also large room suitable for two or three tourists; board near. MRS. DEAN.

CAMBRIDGE—Fur. rm., mod. conv., suitable for 1 or 2; half block from Mass. ave. cars. Write MARSHALL, 9 Chauncy st.

ST. BOTOLPH, 199—Large sunny room with fireplace, bed and couch; tourists accommodated.

MASS. AVE., 360, suite 2—Nicely furnished front parlor and side room; steam heat. Tel. All conveniences.

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SEWALL AVENUE AND STEARNS ROAD
BROOKLINE
(Near Coolidge Corner)

Served by four trolley lines and the Longwood station of the Boston & Albany Road, this well-known hotel offers a delightful home in Boston's celebrated suburb.

Suites of one to four rooms with bath and long distance telephone, furnished or unfurnished, may be taken by lease or at transient rates.

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Superior Cuisine and Service Guaranteed

Tel. Brookline 2740 P. F. Brine, Mgr.

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The Safest, Cleanest and Most Convenient Method Is with Electricity

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N. E. Distributors for APPLE ELECTRIC CO., Dayton, O.
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Private Family Boarding House
FINE ROOMS, EXCELLENT TABLE.
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Near steam and electrics. Tel. 1199-M.

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VERY nicely furnished; sell much below value; good reasons. Address L 32, Monitor.

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BROOKLYN, 246 Rugby Rd.—3 beautiful rms., suite or singly; priv. detached house; refined surroundings; reasonable; near Beverly Station, Brighton line

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BOARD and residence in a thoroughly well appointed and comfortable home under personal supervision of proprietress; terms moderate. Apply MRS. BURNUP, 8 Pembridge Gardens, Nottinghill Gate, London W. Tel. [illegible]

BOARD AND ROOMS—NEW YORK

WEST 161ST ST., 560—Convenient subway and elevated; near Riverside Drive; private house; double rooms; piano; good table board; $8 week; gentlemen preferred. I. B. Telephone Audubon 7392.

CENTRAL PARK WEST, 371—Single and double rooms; table board; dining room top floor; elevator service. A. K. DICK.

ROOMS—NEW YORK

74 WEST 92D STREET

Two separate rooms, double and single. DENISON.

ROOMS—CHICAGO

TO LET—Newly furnished rooms; modern; single or en suite; l. c. and surface transportation; very reasonable to reliable persons. H. L. BOWMAN, 3612 Lake av., Chicago; Douglas 3034.

FOR RENT—Three front rooms, single or en suite; transportation fine; modern conveniences. MRS. HEALY, 6429 Jefferson av., Midway 2072.

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WANTED—Position as bookkeeper by experienced young woman; can take entire charge of office; good reference. L. M. M., 1412 Keenan bldg., Pittsburgh, Pa.

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ALL MAKES OF TYPEWRITERS; lowest prices, easy payments; write for bargain list. PLUMMER & WILLIAMS, 330 S. La Salle st., Chicago.

RELIABLE TYPEWRITERS, $18 up, $5 cash, balance monthly. Rentals $1.50 up. TYPEWRITER EXCHANGE CO., 10 State st.

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NEW ENGLAND MOTORCYCLE & BICYCLE CO.

W. F. HALLIDAY, Mgr.

Motorcyles and Bicycles
Automobile Tires

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Boston, Mass.

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PERCY FORD has reopened his store at 226 Columbus Avenue with a complete line of automobile accessories. Your patronage is solicited. Best Prices, Best Goods, Quick Service.

TELEPHONE : : 236 TREMONT

The HENLEY-KIMBALL CO.

Used Car Department
893 BOYLSTON STREET

OLDS ROADSTER. Magneto, two rumble seats, top, windshield, speedometer. Fine running condition.

SELDON 5-PASSENGER TOURING CAR, 1910. Fully equipped. This car is a first-class family car, and will prove autirely satisfactory. Will sell at very low price.

$300.00 CASH and two small monthly payments will buy 1910 Overland Demi-Tonneau. The car is in A1 condition, including paint and tires.

1910 MAXWELL TOURING CAR. This car has been very carefully used and shows it. Nickel trimmings and complete equipment.

1909 CADILLAC, in first-class condition and a big bargain. Car is fully equipped and all ready to run, without a cent of expense outside purchase price.

1909 ELMORE 3-PASSENGER ROADSTER. Runs as quietly and sweetly as when new, and is in first-class condition throughout. Terms to suit.

1911 CHALMERS. New tires, top, windshield, speedometer, clock, extra tire and tire irons, and seat covers. Car has been used very carefully and is practically good as new. Total cost $2200.00. Must be sold.

MAXWELL USED CARS

It is a fact that statistics compiled by the Secretary of State of New York show that over 91% of all Maxwell cars registered in that state in 1905 are reregistered in 1911.

To a prospective purchaser of a used car this should be conclusive evidence. No other car shows such a high percentage.

We have a few used cars for sale at very moderate prices, and they are capable of doing lots of hard work.

UNITED MOTOR BOSTON CO.

100 Massachusetts Avenue, Boston

Dana C. Hanchett, Jr.

GENERAL MACHINIST

Automobile Parts Made and Repaired

"THE BEST" Tire Chains—All sizes in Stock at Wholesale or Retail

Valve Adjusting Nuts for FORD CARS

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Tinsmith Tel. B. B. 2275

W. H. BROWN

EXPERT
Radiator Repairer

Mud Guards made and repaired. All kinds of sheet metal work, tanks, lamps, tool boxes, drip pans, etc.

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BOSTON, MASS.

FRED ALLEN

Automobile Overhauling
—AND—
General Repairing
13 Years' Experience.

REAR 245 COLUMBUS AVE.
Tel. Tremont 380.

McDonald Rubber Co.

G. J. McDonald, Mgr.

Vulcanizing, Tires and Supplies

18A Tennyson St., Boston, Mass.
Rear of Motor Mart. Tel. 668 Tremont.

H. KRAEGE

195 Pleasant St., near Motor Mart,
AUTOMOBILE REPAIRER.

RadiatorRepairing a Specialty

MANUFACTURING and repairing of all kinds of sheet metal work, tanks, mud guards, lamps, tool boxes, drip pans, etc. Tel. Ox. 2765-R.

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HEADQUARTERS FOR INNER SHOES. Call and see our fine stock of new and GOOD second-hand Shoes and Tubes. Repairs fully GUARANTEED.

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Tel. Tremont 543-W. 194 Columbus Ave.

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Radiator and Lamp
REPAIRING

Nickel, brass and copper plating on all auto parts, wind shield glasses put in frames, lamps and radiators repaired by expert workmen at short notice. G. W. TURNER, 45 Stanhope st., Boston.

$5 FOR YOUR OLD TIRES

On purchase of new ones, size 34x4 upwards, S. H. tires and tubes, all sizes. Vulcanizing and retreading. All work guaranteed.

GEO. COLLINS, 394A Columbus Ave.

AUTOMOBILES AND SUPPLIES AUTOMOBILES AND SUPPLIES AUTOMOBILES AND SUPPLIES

New Automobile Bodies

Limousine, Touring, Runabout and Truck Bodies Built and Repaired

All styles of tops, slip linings and dust covers made to order. Special attention given to painting and varnishing. Auxiliary seats furnished and attached to any car. A few used limousine bodies to fit Packard and other makes of cars. Only the best workmen employed; satisfaction guaranteed.

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COR. LANSDOWNE AND FRANKLIN STS., CAMBRIDGE, MASS.

TELEPHONE CONNECTION.

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HERE IS
Absolute Protection
FROM BACK FIRING

HOW

The Boston Safety Crank is the Crank Without the Kick.

Our design is such that all that is necessary is to remove the old crank and replace with the Boston Safety Crank.

PRICE $15.00

In ordering please state name, model and year of motor. Is guaranteed for life of car. If not satisfactory money will be refunded on return of goods in 30 days.

Write for territory.

For Automobiles and Motor Boats

The Boston Safety Crank Co.

585 BOYLSTON ST.,
BOSTON, MASS.

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Cuts the Time and the Cost

A good motorcycle will do the road work of three horses at a small fraction of the upkeep cost of one. This is no idle talk—R. F. D. Carriers and Telephone men have proven it. It is significant and there are more

Harley-Davidson Motorcycles

in use in the country than any other kind. It means that they are reliable.

We would like to show you what a motorcycle can do for you.

MOTORCYCLES, EASY TERMS— Every make; new and second hand, $20 up. Some exceptional bargains, a 1910 Twin Indian, $85; a 1911 M.M. magneto, $80. Every machine in perfect running order and guaranteed for one year. Shipment upon receipt of first payment. Free trial allowed. Write for price list of 150 machines. Agents wanted for unoccupied territory. Will trade. HARLEY-DAVIDSON and FLANDERS Representatives.

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IT IS NO LONGER A SIGN

of sportsmanship to drive a shabby car, any more than it indicates genius to go with neglected shoes. Don't let your automobile go through the Winter to be varnished in the Spring. The time to varnish is when the lustre begins to go. Varnish not only keeps your car presentable but protects the paint; and if you use

U-Auto VARNISH
Trade-Mark

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U-AUTO-VARNISH AGENCY, 218 Columbus Ave., BOSTON

Telephone Tremont 410

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ONE year's work usually tells the story of the difference in construction between a high grade, high priced and high powered car and those built to sell at a low first cost. The strain of gear shifting, the jar of road shocks, and the stress of brake work begin to tell on the cheaper cars. Therefore the logical deduction is that for the man who wants a thoroughly dependable car at a moderate price the very "best buy" is a high-grade used car that has been rebuilt in the factory where it was originally made.

We have a few four and six-cylinder cars, 1908, 1909 and 1910 models, some priced as low as $1000. These cars should not be confused with the ordinary "second-hand" proposition, as in the rebuilding all parts which show the slightest wear are replaced by new ones. If you want a car for real work, write us and we will send you special bulletins descriptive of rebuilt cars we have on hand.

For reasonable payment we will hold one of these cars for you for early Spring delivery.

Used Car Department

THOMAS MOTOR CAR COMPANY OF BOSTON

915 Boylston Street

MASS. AUTO LIST

Our weekly service gives complete list of registrations to Friday; $10 yearly. AUTO LIST PUB. CO., 180 Pearl st.; tel. 3490-M.



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RETREADING A SPECIALTY

What is the condition of your tires? Have you any cases or tubes on hand that you would like examined as to what is best to do with them? Upon receipt of a card or telephone we will call and go over them with you at your convenience.

Our plant is fully equipped for work of this kind, and all work is done by experienced men and fully guaranteed. We solicit your patronage.

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Tel. 1540 Haymarket.

ESTABLISHED IN 1835. INCORPORATED IN 1902.
TEL. CAMBRIDGE 446.

CambridgeCoachCompany

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35-38 CHURCH ST., CAMBRIDGE, MASS.

First-Class Carriage and Automobile Service

AUTO CABS. PACKARD TOURING CARS.
BOARDING HORSES A SPECIALTY. INSPECTION SOLICITED.

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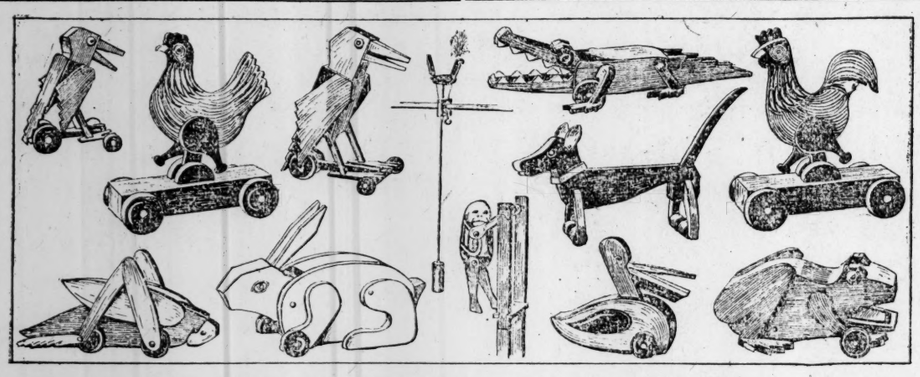
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DUX TOYS AUTOMATIC, MOVING, VERY DURABLE, AMUSING AND INSTRUCTIVE.

FOR CONVENIENCE WE HAVE MADE UP FOUR COMBINATIONS

$2.00 COMBINATION: Grasshopper, Crow, Pelican, Rabbit, Jumping Jack and Butec.

$3.00 COMBINATION: Alligator, Pelican, Crow, Rabbit, Frog, Grasshopper and Butec.

$4.00 COMBINATION: Hen, Frog, Pelican, Alligator, Grasshopper, Rabbit, Crow and Dog.

$5.00 COMBINATION: Alligator, Rooster, Hen, Frog, Rabbit, Pelican, Grasshopper, Dog, Butec, Acrobat and Crow.

At your dealers or sent express paid on receipt of price. Address Dept. D.

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We issue a catalogue which we will send to you on request.

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By Hoffmann.

In American Carbon. Size: width, 11 inches; length, 21 inches. Price of Picture, 50 cents each. Sent prepaid.

Walks and Words of Jesus

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REVISED EDITION containing all the

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Printed in large type, black leather binding, gilt edges, limp, convenient for pocket. Price $1.50 the book. Sent prepaid.

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The largest apartment house in New England, constructed of Fire Proof Terra Cotta Tile and with all modern improvements

80 Trains a Day. APARTMENTS READY JANUARY FIRST. Express Service—16 Min.



Each suite has six large outside rooms, with bath, sleeping porch, maid's room and storeroom. Surrounded by beautiful lawn, shrubbery, flower beds, and tennis court. Billiard room, social hall, etc., etc.

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A few choice suites of 2, 3 and 4 rooms with Baths and Kitchenettes. Just completed. Fine view of Park and River. All modern improvements. N. E. Telephone in each suite. Electric Elevator, Vacuum cleaning system. Leases begin Nov. 1. Apply on Premises or Telephone DAVIS & SHERMAN, B. B. 5039 J.

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Ready for occupancy December 1st, 1911. Apply on the premises.

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TO LET, ARLINGTON, MASS.—One house of eleven rooms, bath and laundry; all modern conveniences. Apply to 128 Medford st., Arlington, Mass.

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New two and three room Suites, Bath and Kitchenette

Modern in every way, hardwood floors, open plumbing, electric lights, continuous hot water, steam heat, elevator and janitor service.

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Apply to janitor on premises or Williams & Bangs, 18 Tremont st.

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Apartments of seven rooms $1200 to $1400.

THE ILKLEY

176-8 Huntington Ave.

Apartments of eight large, bright rooms, $850 to $1200.

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Desirable offices and studios.

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Apartments of five and six rooms, $600 to $800.

Apply on the premises or to

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ESPECIALLY ATTRACTIVE—2 rooms and bath, janitor and elevator service, electric light, steam heat. Apply to janitor 383 Mass. ave., or WILLIAMS & BANGS, 18 Tremont st., Boston.

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Desks of Quality

MODERATE PRICES

Tables, Chairs, Filing Devices

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85-87-89 PORTLAND ST.

Phone: Haymarket 2680-2681

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Hair Dressing

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(Over Tremont Theatre)

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Hair Dressing Rooms

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Books audited. Examinations and investigations conducted with the utmost care and efficiency.

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GROCERS, MARKETS, RESTAURANTS

All kinds store fixtures, refrigerators, new and 2nd hand. Whitman Co., Sullivan sq.

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24 BUSHELS kindling wood, $2; best quality coal; fireplace wood. RESCUE MISSION, 65 W. Dedham st. Tel. con.

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CHENEY BIGELOW WIRE WORKS

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NEWSSTANDS WHERE MONITORS ARE ON SALE IN BALTIMORE, MD.: Union Station, Charles Street, Equitable Bldg., Calvert and Fayette sts. Calvert Bldg., St. Paul and Fayette sts. Law Bldg., Courtland and Beaufort sts.

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I would call your attention to my livery. Carriages of all kinds furnished with experienced liveried drivers for all occasions at short notice. Tel. Brookline 4072.

HENRY C. BELL,

Boarding and Livery Stable, Brookline, Mass.

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BROOKLINE

LONGWOOD DISTRICT

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Riverbank-on-Charles

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BENLEY HALL, on Mass. ave., near Harvard bridge, 2, 3, 4 and 5-room suites just finished. Steam heat, all improvements, janitor service. Apply on premises weekdays or Sundays, or to F. W. NORRIS & CO., 649 Mass. Ave., CAMBRIDGE.

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No. 38 Westland Avenue

Newest modern apartments of 2 and 3 rooms, bath and kitchenette; moderate rentals. Apply to janitor on the premises or TRUSTEE, 101 Tremont st., room 405.

Helvetia Chambers

2-ROOM SUITES

Kitchenette, gas range, ice chest, private bath, gas and electricity, steam heat, hot water and elevator. References. $20-$30 Per Month

706 Huntington Ave.

Champaign and Urbana, Ill., Classified

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W. O. PERRY, Auctioneer, Live stock, real estate and merchandise sales made anywhere. URBANA, ILL.

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THE A. E. PRICE CO., Signs, Bill Posting, Distributing. 51 Market St., Champaign, Ill. We make a specialty of church signs.

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Only one live agent will be allotted each town to introduce the new Cross-Reference Bible. Just off the press. Write for full information, giving references. Address CROSS-REFERENCE BIBLE CO., 16 North Neil St., Champaign, Ill.

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The Alexander Lumber Co.

CHAMPAIGN, ILLINOIS

Lumber—Glass—Millwork

R. S. BASSETT, Local and District Mgr.

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WANTED—I have in my studio, 212 W. White st., Champaign, Ill., a full line of hand decorated, also undecorated, china to sell, suitable for Xmas and wedding gifts. Classes daily. Firing twice a week. MRS. CLIFFORD H. LLOYDE.

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ENGLISH BROTHERS

GENERAL CONTRACTORS

Champaign, Ill.

FREEMAN & BROOKS

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CHAMPAIGN, ILL.

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Contractor

CHAMPAIGN, ILL.

JAMES H. VREDENBURGH, General Contractor and Builder, 408 So. Prairie St., Champaign, Ill.

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Myers Decorative Store

Exclusive Wall Coverings

SILKS, LEATHERS, ETC.

We Send Decorators to You

Call or write for ideas and estimates.

16 Walnut Street,

CHAMPAIGN, ILL.

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W. W. SCOTT, Champaign, Ill. Distributing and Parcel Delivering. With W. C. Hensley. Both phones.

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Caldwell Electric Shop

EVERYTHING ELECTRICAL,

CHAMPAIGN, ILL.

ENGRAVING

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Memorials, Wedding Certificates, etc. Art Borders. Initials. Monograms. S. FRED PRINCE, 510 E. Clark St., Champaign, Ill.

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THOS. FRANKS & SON, CHAMPAIGN, ILL. The largest greenhouses in Central Illinois. Cut flowers a specialty.

GUS JOHNSON

FLORIST

FOR CUT FLOWERS

Champaign, Ill.

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FOR SALE—A complete trial optical case. Will sell reasonable. MRS. L. I. BOND, 104 S. Matthew ave., Urbana, Ill.

FOR SALE—Piano tuning tools and case. Just as good as new. Will sell very reasonable. Address MRS. AMANDA KOCH, 201 W. Vine st., CHAMPAIGN, ILL.

FOR SALE—One Rapid Auto Truck, ready for business, $700. Also a second-hand landau very cheap. CHESTER TRANSFER CO., Champaign, Ill.

For Sale—Exclusive millinery store, doing good cash business. Modern up-to-date fixtures, good, clean salable stock. Will bear investigation. Personal, not business, reasons make it necessary that I make an early sale. Best location in town of 12,000. Will sell at fair figure. Address W. R. FOWLER, Champaign, Ill., 78 N. Neil St.

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WALL PAPER, PAINT and GLASS BUSINESS

One of the best for live men. Wish to retire. Address W. A. THOMPSON, suite 400, First National Bank bldg., Champaign, Ill.

W. W WALLS & CO.

CHAMPAIGN, ILL.

Sell a concrete Fence Post into which you can drive a staple.

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RELIABLE PLUMBING and HEATING CO.

INCORPORATED.

C. D. BROWNELL, Pres. and Gen. Mgr. A. W. SEVERNS, Secty. and Treas.

PLUMBING, GAS FITTING, PNEUMATIC WATER SUPPLY AND VACUUM CLEANING SYSTEMS. STEAM, HOT WATER AND VAPOR HEATING PLANTS. SEWER DISPOSAL SYSTEMS.

Contracts of any size given careful and efficient attention. Address

RELIABLE PLUMBING and HEATING CO.

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Size 22 by 80 feet; lot 22 by 132 feet. Barn on lot. Rents for $30 per month. Price $4,500.

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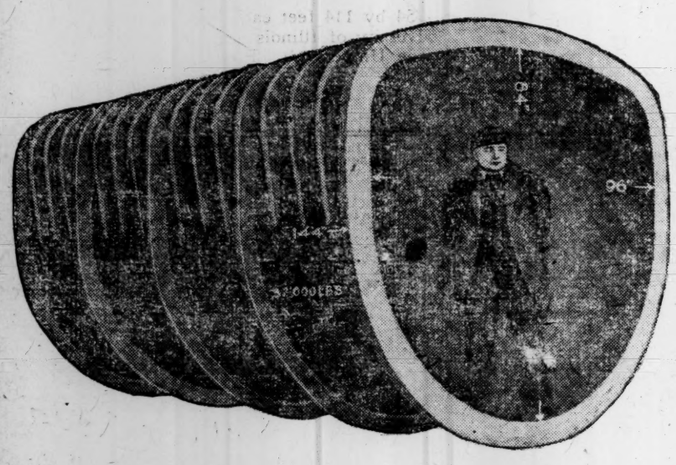
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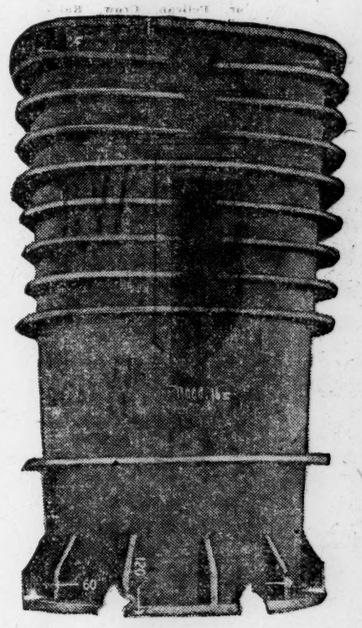
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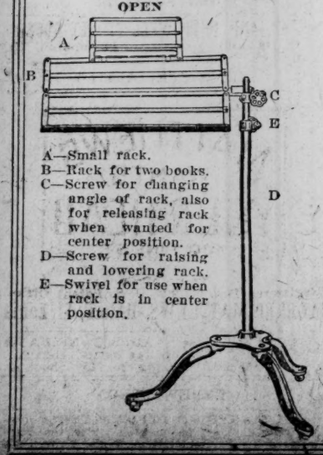
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ADJUSTABLE READING STAND CO.

(Not Incorporated.)

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SIZE 6½x11 ins. Postpaid each 25 cents.



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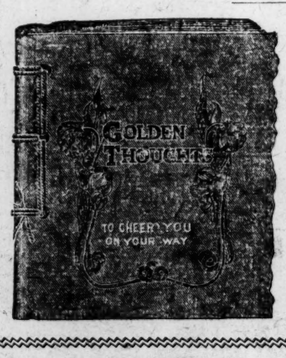
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STATEMENT OF

FIREMEN'S INSURANCE COMPANY

OF NEWARK, NEW JERSEY. ORGANIZED 1855

JAN. 1, 1911

Capital Stock	$1,000,000.00
Reserve Re-Insurance Fund	2,037,952.60
Reserved for Unpaid Losses and all other Liabilities	241,490.26
Net Surplus	2,841,939.41
Total assets	$6,121,382.27
Surplus to Policyholders	3,841,939.41

Represented by SAMUEL GRAHAM, 29 La Salle St., CHICAGO
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GENUINE typewriter bargains; no matter what make, will quote you lowest prices and easiest terms, or rent, allowing rental on price; write for big bargain list and catalogue T. L. J. PEABODY, 278 Devonshire st., Boston, Mass.

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Barber Shop

19 Federal St. and 166 Devonshire St.

F. W. WRIGHT, Prop.

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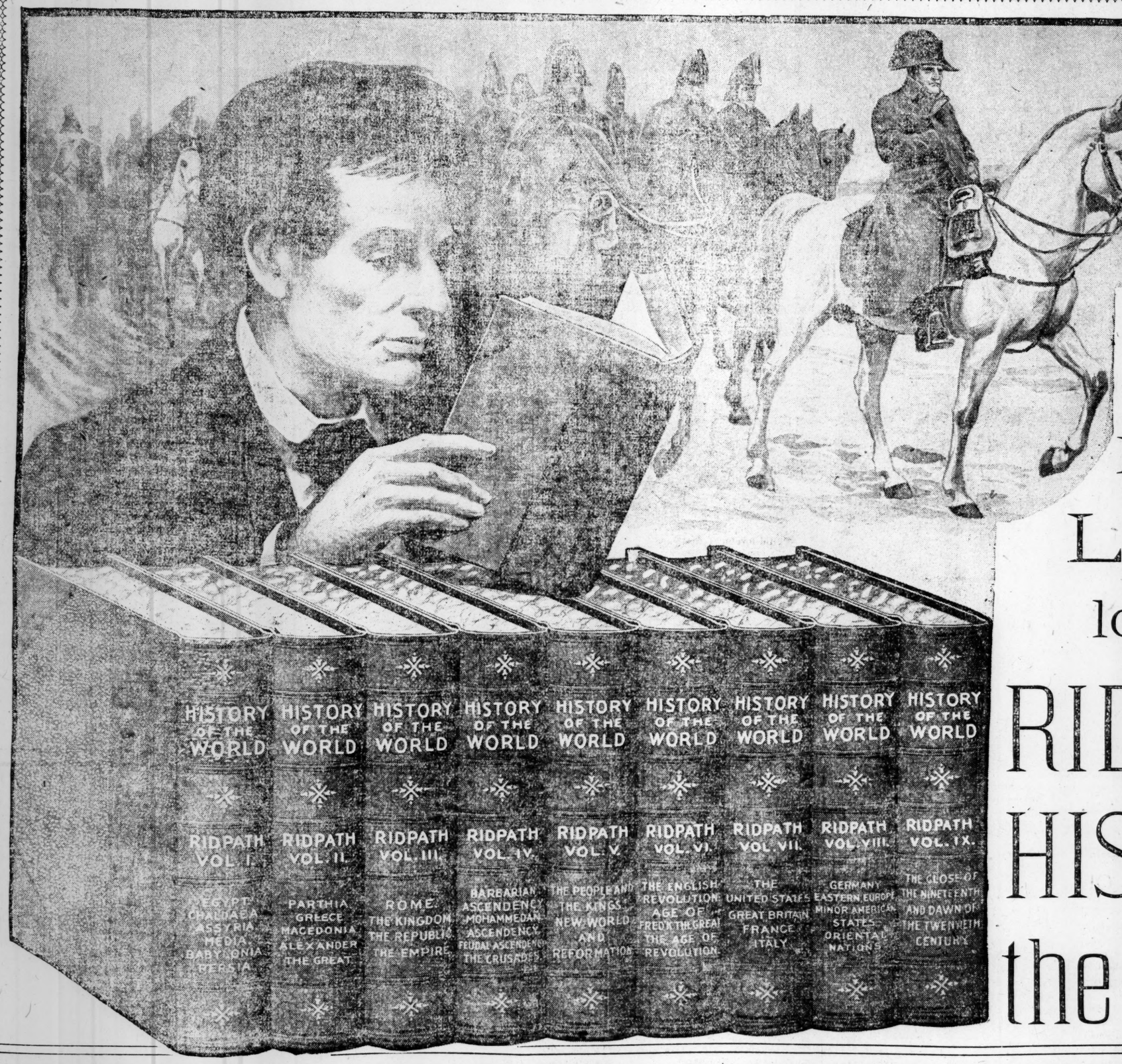
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JUST about the time when Abraham Lincoln became the nation's chief executive, a little Indiana boy wrote one day to the President of Harvard. He was a boy of the Lincoln type—thirsting for knowledge. He wanted to know if there was a world's history, trustworthy, not too bulky or expensive. The reply was that no man had yet appeared with sufficient ambition, judgment, courage, patience and literary skill to construct a *practical, useful, reliable* history of the world. "I'll be that man," said the boy to himself. For 22 years he prepared himself thoroughly for this task. For 17 years he toiled and brought it to completion. The boy was John Clark Ridpath and his History of the World is, in the opinion of every student and scholar, a masterpiece for all time.

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He combines absorbing interest with supreme reliability and makes the heroes of history real living men and women, and about them he weaves the rise and fall of empires in such a style that history becomes as interesting as the greatest of fiction.

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EVERY American should know the history of our own country and of the world. How else are we to judge of the great national questions that crowd upon us for decision? Read the history of mighty *Babylon,* or of imperial *Rome* as a kingdom, then as a republic, and finally as an empire, and familiarize yourself with her growth, development and decay. Then when you know history, when you know the cause of the rise and downfall of empires and nations you will be able to intelligently discuss and decide the great questions that are pressing everywhere for attention. And the greatest fact which the history of all the ages has proven for men and nations is that *Righteousness* is the only *Principle* that exalteth a nation, and that the only real power is *Intelligence* united with *Purity* of *Character.* The strength of men and nations is not in splendid cities and temples, not in mighty armies or navies, but in the intelligent home life and heart life of the people.

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Do you mean to tell me that your boy or girl with this wonderful index of Ridpath's History would not be spending their time to better advantage—and perhaps bothering you with fewer questions? Perhaps they would be giving you information.

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RIDPATH'S HISTORY is the story of the world from the very beginning down to the present year. It is made up of the different events of all the separate nations in the great whirlpool of world-growth. It is a series of historical narratives in which each nation, in turn, becomes the hero of its own story.

Ridpath's style is clear and simple, yet glows with the fervency of the orator. He puts life in the dry bones of the past. When he writes the departed great are as real to you as your own neighbors. The great events of history pass before you in a series of living pictures. The great names of history—Alexander, Caesar, Napoleon, Bismarck, Washington—are names no longer; they are men, moving, breathing, pulsating with life and high purpose. Ridpath's History is praised by all for its wealth of learning, for its brilliant style, for its fascination as a story, for its educative value to old and young. To read it is a liberal education. It is a library in itself which is already in nearly a quarter of a million American homes and should be in every home.

THE HOME FORUM

SOME PAGES OF COLONIAL HISTORY

THAT a William Bradford is connected with the early history of Thanksgiving day in New York state is an interesting discovery for many who delight in the share which William Bradford, historian of Plymouth plantation, has in the very first Thanksgiving day of all. The New York William Bradford came from England with William Penn in 1682. He became the founder of the New York Gazette, the first news sheet in New York (1725). The first book issued from his press was an almanac, "America's Messenger," dated 1686.

The idea of a day for giving thanks and for fasting and prayer spread into New York from New England, and throughout the French and Indian wars these special days were often proclaimed and observed. The earliest proclamation sheet printed for New York is still preserved at Albany, with the date, March 27, 1696, and the name of William Bradford, printer. But it is known that Bradford issued such proclamation sheets as early as 1693.

The period of the French and Indian wars was a stressful time for the colonists, and among these Englishmen none was stauncher or held a higher sense of what the white man should do for the Indians than Sir William Johnson, founder of Johnstown, N. Y.

He came from England to take charge of the estates of his uncle in the Mohawk valley, and in 1762 built there a baronial mansion, said to be the only one still standing in the United States. There he lived in the generous style of the time, keeping open house, especially for his Indian friends.

The story of Joseph Brant, the most famous Indian of the times, is woven with that of the Johnson family. Brant was sent by Sir William to school at Lebanon, Conn., the school which afterward was moved to New Hampshire and became Dartmouth College. Brant, or Thayendanega, was a pure Mohawk, son of a chief of the Wolf clan, who had gone to England in 1710 to visit Queen Anne, no doubt in the group of whom Addision writes so amusingly.

Brant learned to write and speak elegant and forceful English, and he sat at tables with men like Burke and Sheridan with all the grace and modesty of an English gentleman. Yet he was a leader of his tribe in all the accomplishments prized by an Indian brave. He could out-yell any of them, and his battle cry was the terror of his enemies all up and down the Mohawk and Hudson valleys.



JOHNSON HALL, JOHNSTOWN, N. Y.
Fine old baronial mansion, still standing, is cared for by local historical society

He fought on the side of the English in the French and Indian wars, and perhaps did more than any one man to turn the scale in favor of the English. After the revolution, when the Johnson family and others had fled to Canada, loyal still to the English king, Brant followed them and built with funds which he collected in England the first Episcopal church in upper Canada (1783). He adhered to the Christian form and was long a missionary among his own people.

The Indians were the first of so-called alien races to adopt the English colonists' Thanksgiving days. Indians had been present at the first Thanksgiving at Plymouth, and the idea seemed to have been passed about among the tribes. Only lately an Indian proclamation of Thanksgiving has been published in one of the tribes that cling together still. The first continental Thanksgiving was proclaimed for Dec. 18, 1777, and there is a note of its celebration at Valley Forge made in Washington's despatch book.

The Johnson mansion, now owned by the state and cared for by the Johnstown Historical Society, is in excellent repair, and one of the two stone forts that guarded it in old days still stands, speaking of the border warfare. One can fancy a Thanksgiving day feast being held in the old mansion, with the Indian friends of the master bidden to share. One of the interesting features of the house is the fine old mahogany staircase. Along the rail from top to bottom appear certain marks, made with a tomahawk, it is said, by Joseph Brant himself. One tradition says that he so marked the house as a sign that it must not be molested. Another says that the marks were made in anger when a company of militia during the revolution drove the Indian allies of the Tories out of the house. Johnstown claims that the last battle of the revolution was fought here, Oct. 28, 1781.



STAIRCASE IN JOHNSON HALL
Showing marks said to have been made by Joseph Brant, Indian chieftain

Johnstown also claims the first free school in New York state, founded by Sir William in 1764. The courthouse was built in 1772, and was, when built, the most westerly courthouse in the country.

From "The Brook"

By William Bull Wright

My frolic lyre refuses
Fellowship of moping muses;
Touched by a single note of pain
His simple chords would crack a-twain;
He to heaven is strongly sworn
To sound the hymns of utmost joy,
And things of joyance born;
Pledged to a large, exulting song,
To which no somber tones belong,
That, riding high above man's narrow state,
Perfect and full and beyond sweetness sweet,
Teaches the maiden stars their heavenly gait,
And those soft flashings of their silver feet. (1873)

For Thanksgiving Day

I thank Thee, Father, for this sky,
Wherein Thy little sparrows fly;
For unseen hands that build and break
The cloud pavilions for my sake—
This fleeting beauty, high and wild,
Toward which I wander as a child.

I thank Thee for the strengthening hills,
That give the bright spirit to the rills;
For blue peaks soaring up apart,
To send down music on the heart;
For tree-tops wavering soft and high,
Writing their peace against the sky;
For forest farings that have been;
For this fall rain that shuts me in,
Giving to my little low roof
The sense of home, secure, aloof.

And thanks for morning's star and light,
And for the folding hush of night; . . .
For elfin chemistries that yield
The green fires of the April field;
For all the foam and surge of bloom,
For leaves gone glorious to their doom—
All the wild loveliness that can
Touch the immortal in a man.

Father of life, I thank Thee, too,
For old acquaintance, near and true;
For friends who came into my day
And took the loneliness away;
For faith that held on to the last;
For all sweet memories of the past . . .
That make me know the light conceals
A deeper world than it reveals.
—Edwin Markham.

Joy in Appreciation

One of the treasured possessions of Mr. Stransky, the new leader of the New York Philharmonic orchestra, is a letter that marked the beginning of a friendship with Gustav Mahler. This was written by Mr. Mahler in acknowledgment of a note of appreciation sent to him by Stransky after a performance of Mahler's first symphony in Prague. The composer wrote:

"Your letter affords me great pleasure. You have hit the nail on the head in all that you have written regarding my work, while, concerning the character of my art, you have made the most appropriate and discriminating comment that has yet reached me. As Mozart has been called, perhaps rightly, the singer of love, so I might be given the title the singer of nature. From childhood nature has been to me my all in all. It delights me to find at least some to whom my music says something and means something. I had almost despaired of it."

We therefore have great cause of thankfulness.—Shakespeare.

ROOFS AVAILABLE AS PLAYGROUNDS

NO ONE who remembers Dickens' little doll's dressmaker can fail to think of a roof garden as a place of pleasantness. City dwellers in general, however, have a sort of prejudice against using the roof for a resort in summertime, perhaps because the roofs are often so ugly, or perhaps because in the very crowded districts they are used to some extent by too many so-esteemed humbler members of society.

But when it is recalled how the living place on the roof of old was the resort of all classes of people the prejudice against such an out-of-doors living room should not abide, and landlords who would fit up the top of apartment houses for better use than drying places on washday should invite the best of patronage.

Recent visits of comets reminded many city flat-dwellers of the unutilized spaces above the rafters, and one would have been glad of a hammock strung there or a lounging chair, to wait the slow dawning of the strange visitant whom everybody wanted to see. During sunset hours and afternoon cool, in morning breeze and star-still night, the world of the roofs offers a strange, new field to modern possession. Perhaps aviation will yet stir slow-thinking mortality to thrifty or artistic interest in all this waste space. Just at present people are building sky high to increase the area of certain favored sections, and spaces for parks and playgrounds are sought in vain by lovers of little children. Yet here are acres of available out-of-doors almost without a pioneer, except in a few schools. A roof arranged so that children could play there, safe from the frowns of passers on the street, would solve a problem for many a mother. Of course the roof would need to be covered so that the sound of busy feet or the burr of roller skates should not annoy the folk below. This would not seem impossible to achieve, and even if the top suite had to be lower priced to forfend complaint of roof noises, the floors below might easily bring in an extra sum from people who like a chance to live under the open sky.

Somebody here remarks that as soon as the unused territory of the roofs was proved valuable somebody would buy it up and build on it.

Right Reason Leads to Happiness

IF thou workest at that which is before thee, following right reason seriously, vigorously, calmly, without allowing anything else to distract thee . . . if thou holdest to this, expecting nothing, fearing nothing, but satisfied with thy present activity according to nature, and with heroic truth in every word and sound which thou utterest, thou wilt live happy, and there is no man able to prevent this.—Marcus Aurelius.

AUTHOR OF "HOME, SWEET HOME"

SPEAKING of John Howard Payne and the unveiling in Brooklyn in 1873 of a bronze bust of the poet, the Indianapolis News tells of Payne's work in Europe, where he was striving for recognition as a playwright. Parts in some of his plays were taken at different times by Miss Fanny Kemble, Charles Kemble, J. W. Wallack, Edwin Forrest and other great actors and actresses of the day.

Of the five opera librettos that Payne wrote while abroad one was called "Clari; or the Maid of Milan," and in this he introduced the song "Home, Sweet Home." The words and music of the song were both by Payne, the air being adapted from one he had heard in Italy. Bishop composed the rest of the music. Clari, the heroine of the opera, was an unsophisticated country girl, who, left her humble home at the lure of luxury.

The song was put in her mouth to be sung at a moment when, repentant and heartsick, she longed for home. The opera was brought out during Payne's stay in London and the song made a great hit. It was widely sung in London before it was heard in the United States. In less than a year after its publication over 100,000 copies had been sold in England and it made much money for everybody connected with it except Payne, who received very inadequate pay for the opera and song.

On his return to the United States in 1832 he was warmly welcomed and theatrical benefits for him were given in New York, Boston, New Orleans and other cities. At the New York benefit three pieces were given, two by Payne and one by Shakespeare in which Fanny Kemble, Charles Kemble, Edwin Forrest, J. W. Wallack, Henry Placide, Peter Richings and other noted actors of the day all appeared the same evening. By this time his song had become popular in the United States and an address, recited during the evening, referred to the author who

Pined for his native land with trembling joy,
And like his Clari, ceased at length to roam,
As joyous footsteps lead to home, sweet home.

In every city where Payne received a benefit the price of seats was doubled and the houses were crowded. It was the song that did it, for the author had been abroad so long that personally he was a stranger.

First Silk Weavers

The Japanese were the first people to cultivate the silkworm and to weave silk and damask. We apply the term damask to a silk woven in one color, but decorated with a pattern brought out by the threads being laid in a different direction from the background and which consequently take the light differently and give a different texture.—Handicraft.

Newspapers in China

Newspapers are the most symptomatic evidence of the change in China's sentiments. They have sprung up like mushrooms, to the number of more than 2000, and practically all advocate the most advanced reform measures. Their cartoons have had a great influence in fostering the anti-dynastic and anti-foreign feeling. As is well known, the Chinese are governed by the Manchus, who came into control in 1644, have since occupied the high offices, have maintained Manchu banner corps, and have pensioned all members of the clan.

Every Manchu has been either a soldier or an official, and is in receipt of a pension. The common cry—indeed, it was made a veritable battle cry—was that the Manchus were betraying the nation to the foreigners. The newspapers and their most avid readers, who are the students, took up the slogan of "rights recovery," for they point out that the government has lost great stretches of territory to the foreigners and has given them valuable mining and railway concessions. — Harpers Weekly.

May fortune bless you. May the middle distance
Of your young life be pleasant as the foreground—
The joyous foreground! And when you have reached it
May that which is now the far off horizon,
But will then become the middle distance,
In fruitful promise be exceeded only
By that which will have opened in the meantime
Into a new and glorious horizon.
—W. S. Gilbert.

Students of West and East

Western students have much to learn from the East. They must learn that loitering over a wise old book is not necessarily idleness; that many things are worth learning even if they will never add a penny to one's income. But it is in no unfriendly spirit asserted that the average student of the East may learn as much more from the average student of the West; that the four years of college are not four years of polite leisure admixed with athletics before entering upon the true business of life, but four years of courageous effort toward a definite end, and that the mere chance to make this effort is worth buying perhaps at a heavy price.—Century.

Invites Simplicity

Who that has heard a strain of music feared lest he should speak extravagantly any more forever?
—Thoreau.

SECRETS OF MOTION PICTURES

PERHAPS the most interesting of all motion picture miracles are those which condense into a few minutes the life action of days, and show upon the illuminated screen the sprouting seeds, the bursting buds, and the falling fruits of the vegetable kingdom. Since these films have but lately been employed for exhibition purposes, it is curious to know that the first successful film pictures ever made, those of Marey in France, were of growing plants.

In order to accelerate the apparent motion in a motion picture the camera man makes his pictures at a slower pace. Take, for instance, a rosebud.

A camera is placed before the rosebush, focused upon the bud and photographs are taken at intervals of 3½ hours. When these pictures are projected on the screen at the rate of 16 per second, the motion of the growing plant is accelerated 800 times and we see in a few seconds the moving life of the rosebud and the full blown rose that may have taken three or four days to live.

Millions of people have laughed over the comic pictures of carpenters building a house in a few minutes, of wall paperers and decorators preparing it for occupancy and of furniture being moved in and arranged with lightning rapidity.

These pictures are made, says a writer in the Springfield Union, by the simple device of turning the crank of the motion picture camera at a low speed. As in the case of the rosebud, the pictures are shown at the rate of 16 a second, although they may be taken at the rate of one per second, so that on the screen the action is 16 times as rapid as it actually was.

Make Plain the Power of Love

WE could hurt no man that we believe loves us. Let us then try what Love will do. For if men did once see that we love them, we should soon find that they would not harm us. Force may subdue, but Love gains.—William Penn.

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THANKSGIVING

WRITTEN FOR THE CHRISTIAN SCIENCE MONITOR

FOLLOWING the old English custom of celebrating the carrying of the last load of grain with a religious festival called the "Harvest Home," Governor Bradford of Plymouth Colony instituted the first Thanksgiving day in New England in the year 1621. This day has since been established as a national holiday and the annual proclamations of the President and governors of the United States clearly define the purpose of the day to be one of general thanksgiving to God for individual welfare and for national prosperity. Just how much of the true spirit of gratitude is felt by the American people on Thanksgiving day is a question, of course, which no one can answer. It is, however, a matter within the power of each individual to determine as to how much sincere thankfulness he himself shall feel, not only on Thanksgiving day, but on every day of the year.

It is a notable fact that contrary to the usual custom of human devotion, Jesus invariably gave thanks before receiving any outward proof that his prayers had been heard. In fact Mrs. Eddy declares that Jesus' prayers "were deep and conscientious protests of Truth" (Science and Health, p. 12). For instance, just before the raising of Lazarus he said, "I thank thee that thou hast heard me," and then he confidently cried, "Lazarus, come forth." Again, before feeding the four thousand, we are told that Jesus commanded the people to sit down and when they were seated on the grass he took the seven loaves, which was all the bread there was at hand, "and gave thanks, and brake, and gave to his disciples" before any demonstration of the divine law which supplies every human need had been made visible to the people.

In the light of Christian Science, Jesus' method is shown to be not only scientific but perfectly natural. In the chapter on prayer in "Science and Health with Key to the Scriptures" (p. 2) Mrs. Eddy recites the Scriptural fact that "God is Love," and says: "Can we ask Him to be more? . . . Shall we plead for more at the open fount, which is pouring forth more than we accept?" Then she logically declares on the following page: "His work is done, and we have only to avail ourselves of God's rule in order to receive His blessing, which enables us to work out our own salvation." When we think of Jesus' words and works in the light thrown upon them by Mrs. Eddy's teachings they have a far more intimate application to our present human needs. At the outset we are obliged to abandon the ancient superstition which depicts God as an autocrat whose favors must be won through intercessory prayer. The next step is to gain an understanding of God as divine Principle or infinite intelligence governing the universe, the author and finisher of every good work. Having reached in some measure this conception of the only true God, the next and equally essential step is to demonstrate our newly acquired understanding of Him. Thus by a process of proving all things and holding fast that which is good every true idea about God and man may be permanently established.

In reviewing Jesus' practice of thanking God in advance, in the light of these conclusions it must now be quite clear that when he turned to God he saw the truth about the situation upon which he needed the divine aid, and thus being reassured that the need had already been met, he at once gave thanks, even though no change had yet taken place in his physical environment. In this way Jesus illustrated the true meaning of faith as the evidence of things not seen, and his conviction being based upon the rock of spiritual understanding it could not but bear fruit in outward manifestations.

The true meaning of thanks-giving must become more and more apparent as we practice the teachings of divine Metaphysics. Every case of healing wrought through Christian Science proves that sickness is illegitimate, hence unreal, and that the patient always was a perfect being in the eyes of the divine law. The belief in sickness or sin having been broken by the realization of God omnipresence, the patient becomes free from the bondage of delusion. The function of the Christian Scientist is to so understand the allness of God as to spiritually discern the perfection of man. This fact perceived and persistently maintained, as a good advocate would defend an unjustly accused victim, must always result in a sentence of not guilty. Why should not the counsel for the defendant thank God in his heart that he knows his client to be guiltless and that the court is just, even before the judge has awarded his verdict? If a Christian really believes that God Almighty is just and is the judge of all the earth, and is sincerely convinced that His promises are true, why should he not give thanks so soon as that conviction has been felt, even though no outward evidence may be apparent to support this conviction? In the business world many landlords require the payment of rent in advance as a means of insuring the good faith of the tenant, and the man who is honest makes no objection to this method. So also should we be willing to give evidence to God that we really trust Him, believing that he has supplied our every need, even before we may be conscious of the need or the supply.

Mrs. Eddy points out the necessity of expressing our gratitude to God in actions more than in speech. She says, "If we are ungrateful for Life, Truth and Love, and yet return thanks to God for all blessings, we are insincere and incur the sharp censure our Master pronounces on hypocrites" (Science and Health, p. 3). Taking these words to heart we must beware lest we deceive ourselves with mere professions of gratitude when the true spirit is wanting. We must look within and ask the question, Am I praying for material things to consume them upon my lusts, or am I seeking first the Kingdom of God and giving thanks for His righteousness?

Thanksgiving

Don't talk to me of solemn days
In autumn's time of splendor
Because the sun shows fewer rays
And these grow slant and slender.

Why, it's the climax of the year—
The highest time of living!
Till naturally its bursting cheer
Just melts into Thanksgiving.
—Paul L. Dunbar.

Science And Health

With Key to the Scriptures

The Text Book of Christian Science by

MARY BAKER EDDY

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THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Wednesday, November 29, 1911

Tomorrow, Thursday, Nov. 30, being a national holiday in the United States by proclamation of the President and also of the Governors of the states no editions of The Christian Science Monitor will be issued.

Social and Political Readjustments

SELDOM, if ever, in history has an onlooker, taking a world view, seen an equal area of the continents or a like number of persons involved in political and social readjustments that might rightly be called epoch-marking. It is a time of universal ferment, of challenge of ancient creeds and of the autocratic and aristocratic form of government, of creation of state constitutions where previously none have existed, of revisions of the same where experience has shown them to be outworn, of expulsion of dynasties that have lost popular respect, and of disintegration of historic parties and realignment of citizens under new party names. State and church where united drift farther apart. Christianity, in its ethic as well as in its theology, is under attack as never in its history. Into the literature and drama, as well as the practical politics, of western Europe and America the note of revolt by women is coming as never before; and discussion of the institution of marriage and of woman's true sphere is franker and more unconventional than at any time since the monogamic ideal gained the support of institutional Christianity.

There are more "open questions" today respecting the ultimate condition of races, nations, faiths, social institutions, forms of government and ecclesiastical bodies than there ever were before; and also fewer men speaking with authority sufficient to induce unquestioning acceptance of their views and social prescriptions.

Empires as ancient as China and as new as Germany face a rising tide of democracy. Republics as old as the United States and France and as new as Portugal are confronted by economic issues that old political formulas cannot solve. Along with much that makes for internationalism and comity between nations there also goes a rising tide of nationalism, asserting itself now in Canada, now in Persia, now in a France that withstands Germany, and last, but not least, in a China that probably never again will be a loose congeries of provinces paying tribute to an alien ruler in Peking, or submitting to the humiliations of the western powers, but that hereafter is to be a nation as mighty as she is massive.

Nor is all the ferment political and social. Practical materialism that has found it easy for the past generation to wax strong on huge increment of wealth, especially when backed up theoretically by a naturalistic philosophy and literature, is now being challenged by new spiritual agencies, by an idealistic philosophy, and by seers to whom the intuitive and imaginative capacities of thought are authoritative.

To live in such a time is fascinating, if only as an onlooker. But to see the clue to the maze and to follow it, and to guide others in the way, calls for insight, courage and consecration.

Good Roads Movement Stupendous

TO GRASP at their true value some of the movements under way in the United States at present one needs to get out into the country. Complaint which is repeatedly made in the American West that the East does not take sufficient pains to become acquainted with the interior should be harkened to, not to satisfy western pride or to appease western vanity, but that the problems that are nation-wide in character might be better understood by the whole people. In turn, the West and the East should acquaint themselves more thoroughly and intelligently with the South, and the South will simply be looking to its own interests by jumping oftener on a train and taking excursions into the East and West. For the United States is too great a country to be measured from anybody's front porch or back yard.

The parochial view has been responsible for the sectional view in the past, and in the present, as in the past, the sectional view is responsible for the narrowness that leads to misunderstanding, to prejudice, to political rancor and to business disturbance. We have in the statement recently made by Secretary Wilson a striking illustration not only of the nation's bigness but of the vast undertakings upon which one of its sections may have entered, practically without the knowledge of any other section. The South in many quarters is thought slow and conservative, and, because of ignorance regarding its real activities, it has unquestionably suffered in the esteem of many whose good opinion might be helpful to it. And yet, when proper inquiry is made, it may easily be learned that the South—the old South—is as progressive as any other portion of the nation.

Take the one item of roads. The South awoke not long since to a realization of the fact that it was greatly and urgently in need of better roads. It saw clearly that by opening highways to the automobile and motor truck it would invite at once desirable inspection of the country and desirable traffic. Since then, figuratively speaking, it has been pouring money into good roads enterprises. Secretary Wilson gives the expenditures in this respect of each of the southern states for the last ten months, and it foots up the enormous total of $44,000,000. More than this, the South is only at the beginning of the work. It promises to go ahead with it more determinedly than ever in the near future. In the middle West and far West similar progress in road-building is being made. The more settled eastern states have been building good roads for many years, but the impulse to better the highways in this section is still strong.

Recognition of nation-wide activities, a better knowledge of them, a clearer understanding of the fact that the people of all sections are striving for the attainment of higher ideals and are prepared to make sacrifices for them when necessary, would all prove to be harmonizing and cementing influences. The good roads themselves in due time will help greatly to bring the people of distant parts together, and such coming together will leave less room and less excuse for the feeling that they can ever be very widely apart on anything that concerns the common welfare.

Art Institutes, Past and Present

IN CONFORMITY to the belief that art is long and time is fleeting, it was the prevalent conviction among students and lovers of art for very many years that, taking account of the minutes, hours and days and striving thereby to urge it out of its leisurely, self-contented, self-satisfied pace, would impair its dignity and degrade it to the level of the commercial. Art, to be art, they held, must have its own separate and distinct atmosphere, must be permitted to follow its own bent, must be allowed to develop in its own easy-going way. It must not be hurried along. It must not be harassed by system. It must not be tainted by business methods. It must be more or less careless in its way, negligent in its habits; if it looks a trifle threadbare and shabby at times, so much the better, for art to be art must be bohemian and picturesque.

The other view came with the effort of state and city and private philanthropy to elevate the art student to a higher plane. The art institute and art museum and art gallery must be places of the most pronounced, most severe, if not most depressing, respectability. That is to say, these places must be removed as far as possible not only from the Latin quarter atmosphere, but from the noise, bustle, breeziness of the big studio. They must be places in which one would be tempted to drop a pin at one end of a gallery just to see how the noise would startle the feline-footed visitors at the other end.

The present day idea of what an art institute or an art museum should be is quite different from that which prevailed up to a few years ago. The director of the Art Institute of Chicago in a recent report has touched interestingly upon the contrast between the new and the old methods in vogue in those establishments. He might have been speaking as well, of course, for Boston or New York or Philadelphia, or for any other city in possession of a modern art institute. The old art galleries or museums engaged in none of the activities so common to the new. Their "sedate officers of administration saw to it that the accessions were duly cared for and the permanent collections kept in order. This, with the preparation of permanent catalogs and such research work as they were disposed to perform, made up their duties." Today, as the director tells us, and as any observant person may see, the public art institute or museum or gallery is at once "a storehouse, a university and a general exchange for art." Speaking of the Chicago institute, which is typical, the report calls the duties of the staff "multifarious." The school has as many students as most universities, who must all be provided for and instructed. Thirty temporary exhibitions are held yearly, in which every picture and other art object must be recorded, suitably exhibited and safely returned.

In other words, system has of very necessity fastened itself upon art, and art sooner or later may be willing to confess that it is indebted for greater progress than it has made through all its previous history to the kind and skilful attention of something closely akin to commercialism.

Uruguay's Development Is Significant

THE republic of Uruguay is about the size of France. The population is no more than 1,000,000. Colonization is very much desired by the government, which has made various efforts to attract settlers. Far from being discouraged, however, because immigration has been slow, leading Uruguayan land owners, in cooperation with the government, have framed new plans for increasing the aggregate population by development of the country adjacent to the Rio Negro, the improvement of the river itself for a distance of several hundred miles from its mouth, and the building of a comprehensive system of dams and locks.

While the soil of Uruguay is very rich, according to Senor Victor Benavides of Montevideo, irrigation is greatly needed. For the purpose of learning the best methods in vogue in the United States, Senor Benavides, who is director of such public works as have to do with rivers, canals and harbors, has come to this country. He is of the opinion that any country which desires to attract newcomers must adequately prepare for them, since the old-time pioneering is not consonant with modern needs. The extensive irrigation system planned will no doubt work an advantage to the South American republic on the score of increased population.

That the nation means business is apparent. Not only has an appropriation of $5,000,000 been made as a starter in this matter of irrigation, but the $22,000,000 expended on the port of Montevideo, under the supervision of Senor Benavides, is evidence that when an enterprise is undertaken in that country it is carried to completion. The administration of President y Ordones apparently has given entire satisfaction. It was the stated purpose of the chief executive on assuming office to effect internal improvement, and what has been accomplished makes it evident that Uruguay has a great future before it. Only a one-hundredth part of the country is under cultivation, yet exports last year amounted to more than $160,000,000. If the republic continues to improve its opportunities it ought not to be long before it should be able to give as good an account of itself as its close neighbor, Argentina. And the Uruguayan situation only points anew the fact that South American development is worth watching.

As to the Date of Inauguration

THERE is to be a continuance of the agitation at the coming session of Congress for a change in the presidential inauguration date. Speaking generally, the change is favored. Experience has shown that March 4 is too early in the season for street pageantry, and if street pageantry is to be a feature of future inaugurations, the sensible thing would be to set the date farther along. Representative Henry of Texas will probably, as chairman of the committee on rules, present a resolution upon the reassembling of Congress providing for changing the date to the first Thursday in April. This will also involve a change in the date of the incoming of a new Congress, and here is where complications are almost certain to arise, especially as the changes contemplated can be made only through a constitutional amendment, which must be ratified by the states.

Writing to Mr. Henry on the subject, William Jennings Bryan says: "Congress ought to meet earlier, so that the sentiment expressed at the polls can be carried out at once, or at least within a few months. The second session is now held after many of the congressmen have been repudiated and when the people have no chance to pass judgment on the acts of Congress." Mr. Henry and other advocates of the change, we are informed, say that "it is ridiculous to have the Congress elected in one November and sworn in thirteen months later." It may seem ridiculous from the present point of view of many, but it did not seem so to the founders of the country. What they thought would be not only ridiculous but dangerous was the granting to the people of opportunity to give way in times of excitement to the free play of their emotions and impulses.

The whole government is planned with the purpose of avoiding the hasty action which Mr. Bryan, Mr. Henry and others seem to think desirable, the theory being that if the public is really intent upon carrying out any reform it will not be deterred from doing it by the lapse of thirteen months, or thirty months. The surest test of the public's sincerity and its earnestness is to be found in its determination to bring about a reform, or a change, long after the seeming immediate occasion for it has passed. The founders of the government were fully cognizant of human weaknesses, and their great talents and devotion to republican-democratic institutions were employed in an effort to protect the people against their own mistakes. It may be that many changes which they could not foresee are now becoming necessary. The great thing, however, is to be certain that they are necessary before they be made.

Servants of the People

THE speaker of the House of Representatives is the presiding officer of a body of great importance and enormous power; that body is, above everything, the popular branch of the legislature of a government that for weal or woe has marked a new departure in methods of government, inasmuch as there has never been a republic with a population so large or a territory so huge as of the United States. This fact is not a cause for boasting, but for sobriety; it is not a cause for apprehension, but it is one for cautious wisdom, and, above everything, it is a fact that calls for personal dignity alike on the part of the unobserved citizen and of the high official whose every word is known in a few hours throughout the country and easily can be made known throughout the world. The presiding officer of the popular chamber in which originates much of all kinds of legislation, and in which all money bills must originate, should be above all a man so jealous of the honor and the decorum of the body over which he presides that under no circumstances can he be betrayed into levity of speech and action. He ought to be a man that is of character mature enough to understand that dignity is one of his prime duties and not an incidental attribute that he may or may not assume as he thinks fit; he should be capable of understanding that while he is in office he is always Mr. Speaker, whether he be in the chair or not. It is not his function to talk with easy glibness of questions of great international weight, nor is it any part of his duty to express himself on policies the treatment of which by the proper persons calls for the greatest self-restraint and tact.

There is much criticism, not by any means that which comes from reactionaries, directed toward that phenomenon of democratic government which takes too often the appearance of a certain political garrulity, a phenomenon that time and again has brought about results in the affairs of state by no means profitable to government. We do not care to believe that this can be more than temporary, but for that reason citizens must be prepared to understand that public men in America are arrived at a pass where they must carry themselves as men and not as boys. The claims of the people demand this, because, notwithstanding much talk about easy manners and democracy, there is a deep-seated and passionate desire in all that they shall be represented with the greatest dignity, that those on whom they have conferred office shall make their country respected, and that the steadiness of their carriage shall compel the admiration of other nations. This desire and the rule that it expresses apply to the smallest office and the greatest. A wise man will recognize and welcome this aspiration as the earnest of real progress.

Democratizing Education

UP TO the stage of the high school American education has become thoroughly democratic in its form and methods. Over a large area of the country the process of adjustment of school and state to the same ideal of equal opportunity has been carried a step farther to a logical and ultimate stage, namely the state university, that knows no sex distinctions and gives free tuition to all youth. In the older and more conservative region of the country higher education usually is in private hands. Women are discriminated against and forced to seek out institutions created especially for them. Fees for tuition are maintained that prevent some youth from rising higher than the public high school.

Where the principle of democracy and of public support is carried out to its logical conclusion there has been a natural development of an ideal for a university that is fast forcing its way to the place of primacy as a working plan for all American universities; and no trend in the national life today is more significant than the rising consciousness of duty to nation, state and city which both publicly and privately endowed and managed universities are displaying. The state university, in carrying out a policy that is dynamic rather than static, that is aggressive rather than passive, that holds it to be its duty to make campus and state boundaries coterminous, that allies professors and graduate students with farmers, manufacturers, traders and lawmakers in an effort to increase social wealth and devise sane legislation, has an immense advantage over an eastern school with venerable traditions of separation and academic reserve, in the effort that each type of institution is now making to serve society. But the hopeful fact for the future is that Harvard is teaching youth methods of commerce now as well as Greek and Sanskrit, that Columbia is to be a sharer in the effort to better truck-farming conditions in and about New York city, that Yale is the training ground for foresters for the national service, and that the newly inaugurated presidents of Boston University and New York University have set up the ideal of municipal universities that are to be busy aiding urban centers to nobler forms of government and social activity.

Nor is it without its symbolic significance that the former president of Harvard and the president of Leland Stanford University have fitted so admirably into the Carnegie scheme for evangelizing the nations with the gospel of international goodwill, or that Princeton's former president should so easily have become a great party and national political leader, or that the president of Harvard should have just served on a national commission to investigate the fairness of postal rates to magazine publishers. The educator of today and tomorrow dare not be a recluse. He must be a citizen.

THE CHRISTIAN SCIENCE MONITOR

Thanksgiving Number — 1911 — Section Eight

BOSTON, MASS., WEDNESDAY, NOVEMBER 29, 1911

New and Better Pittsburgh Rapidly Taking Place of the Old

Outside World Because of Publicity Given to Evils Uprooted Has Heard Little of Transformation

GOOD MEN AT HELM

PITTSBURGH, Pa.—A new Pittsburgh, virtually another city among the municipalities of the country, in that its old order of things has been supplanted in large part by a new condition, is taking form.

The outside world, prone to believe the worst said about Pittsburgh because its better phases had been submerged to give space to corrupt conditions which the city was seeking to abolish, has had little knowledge of the transformation under way. At the same time those responsible for the rejuvenation movement and the purging of the city of evils, are content to await accomplishments rather than to point to or boast of projected reformations.

The greatest factor in the uplifting of Pittsburgh is the character of the men who have been induced to assume the responsibilities of public life.

Another feature in the reclamation of the city has been the disregard of ward lines which divide the city into numerous integral parts, each of which in educational affairs was under a practically separate government, liable to be mismanaged and mulcted of its revenue if those in control happened to be men of little conscience and no honor or regard for the public.

This procedure ended the virtual union of small cities, and gave the government of the whole into the hands of men appointed by the Governor of the state. The men thus put into public office had no reason to fear petty criticism and no need to cater to any particular part of the city or coterie of politicians for the retention of their power.

Taken in its entirety, responsibility for the success of the new Pittsburgh may be said to be divided among four forces, each independent of the other, yet acting in harmony with and, at times, seeking the assistance of the others while working to uplift and improve the city. There is the new city council of nine members holding the reins of civic government; the board of public education, having absolute administration of the educational system; the industrial development commission, newly created, and reaching out for greater diversity of industries in addition to an improvement of economic conditions wherein they relate to labor, and a federation of the philanthropic, sociological, and other clubs and societies.

Pittsburgh practically has a commission form of government. Its councilmanic body is a small, compact organization, which holds public meetings only, and has given conclusive evidence of being actuated in its deliberations by the desire to enact legislation which will be in conformity with the public weal. Probably its most popular and praiseworthy variance from the procedure of the old unwieldy common and select councils, is the method of holding its committee meetings, wherein dishonest councilmen found their greatest opportunity to devise schemes whereby the city was betrayed.

Under the present regime each member of council is a member of each and every committee, with the apparent advantage that every meeting of any committee is a meeting of council and that which is decided in committee is certain to be approved in formal council gathering. In addition, all committee meetings as well as council sessions, are open to representatives of the newspapers and any other person, so that no ordinance introduced can escape public announcement and scrutiny.

At a recent primary election, the nine councilmen were reelected to carry out plans for public improvements to cost many million dollars which had been approved by the voters. It is now assured that the funds will be expended wisely.

One of the greatest physical improvements planned is the removal of what is known as the "hump," a steep grade in the center of the business section, which has prevented easy handling of traffic from downtown to the residential section ever since the city spread beyond the narrow confines of the "point," between the Allegheny and Monongahela rivers. The removal of this hill, improving materially traffic communication throughout the city, will be begun soon at a cost of about $750,000. The old councils had harped upon the subject through a long succession of years without action, but the problem was grappled and solved in a few weeks by their successors.

Evils existing in the government of the schools were attacked by the Voters League with the same drastic force employed in its onslaught upon corrupt councilmen.

The league deemed that for the nonce the publication of the facts would probably end the most glaring faults, pending that time when criminal action might be taken. The great beneficent accomplishment, however, was the passage of the new school code by the Legislature, which took from the ward and all other school boards all their powers and properties, and vested them in a central board of public education of 15 members. This board, which was appointed a few weeks ago, includes among its members three women interested in educational affairs, and men prominent in various fields. All serve without remuneration, and have absolute power in all school affairs in Pittsburgh, the levying of school taxes, the appointing of officials and teachers, and the adoption of methods.

In the place of 63 boards having 412 members there now is one board of 15 members; plainly a more businesslike arrangement, and one calculated to raise the standard of educational affairs in the city.

Still another example of the responsiveness upon the part of men of important interests when called upon to aid the civic movement was given when the Chamber of Commerce created the industrial development commission. The Chamber one year before had named a special committee to investigate the industrial situation. Its findings recommended a single body to continue its work—to study conditions, determine the faults, and formulate plans for improvement.

For Pittsburgh to take the stand that it should seek additional industries when it already held the proud position it does in the industrial world, may seem energy and time wasted, but Pittsburgh, looking to the future, decided to endeavor to secure more industries so that it could continue to expand and thereby maintain its supremacy. If need were found, it was decided to remedy certain economic conditions, a gigantic problem in any city. With this general policy, a program was drafted to raise a fund of $250,000 for a three-year campaign for the advertisement and exploitation of Pittsburgh's resources.

The chamber selected for the commission:

H. P. Bope, vice-president and general manager of sales, Carnegie Steel Company; F. F. Nicola, real estate; W. H. Donner, financier; D. P. Black, president Real Estate Trust Company; James C. Chaplin, vice-president Colonial Trust Company; Morris Baer, general manager Kaufman Bros.; W. C. Coffin, structural engineer, Jones & Loughlin Steel Company; Robert Finney, general agent B. & O. Railroad; Robert Garland, city councilman, president Garland Nut & Rivet Company; A. M. Schoyer, general superintendent Pennsylvania lines; J. M. Schoonmaker, vice-president P. & L. E. railroad; James F. Keenan, president Haugh & Keenan Storaeg & Transfer Company.

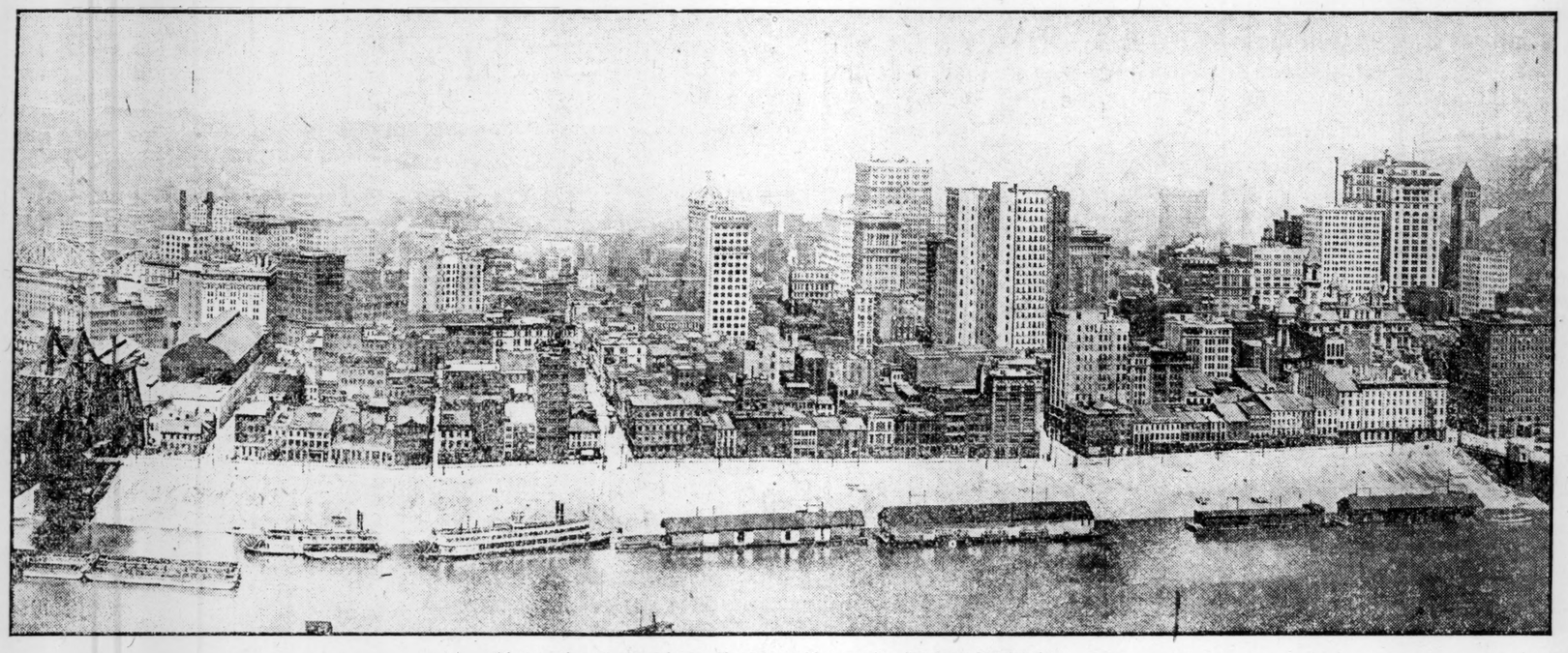
Pittsburgh in general believed that if the reforms were to be consummated and the additions to Pittsburgh's mills attracted, no abler body of men could have eben selected for the work. The question immediately arising was, Would those chosen give their time to attain the desired ends? Not one refused and despite the problems to be solved in their own business they have organized and in addition to having gathered a large proportion of the funds sought, are framing legislation and dictating campaigns to encourage a loyal and hearty sentiment for their home city. There is no doubt that the city council will cooperate in the commission's work.

In addition to these activities a score of social, charitable and other clubs of women and of men, are already amalgamated under the central council of the Associated Charities to concentrate upon a specific plan of work during the winter. These bodies have agreed upon a program dealing wholly with the conservation of child life and each organization will grapple with one phase.

Thus it must be realized that though the outside world may regard Pittsburgh in the light of a prodigal in many ways—a municipal wanderer from the straight path—Pittsburgh itself carries its head high in civic circles. It admits there have been errors, but asserts it has many virtues, and stands upon its right to be judged by its current deeds, and these it intends shall be such that they will enforce laudation even by its rivals.

Small, Compact Council Gives City Advantage of Practically a Commission Form of Government

REFORM IN SCHOOLS



(Photograph and copyright by Chautauqua Photographic Company, Pittsburgh)

The "hump," in the center of the business section shown here, is to be cut down to an easy grade.

Reclaiming 9,000,000 Acres of Wet Lands in South Louisiana

Completion of Task During Next Few Years Will Add $500,000,000 to Value of Food Products of Country

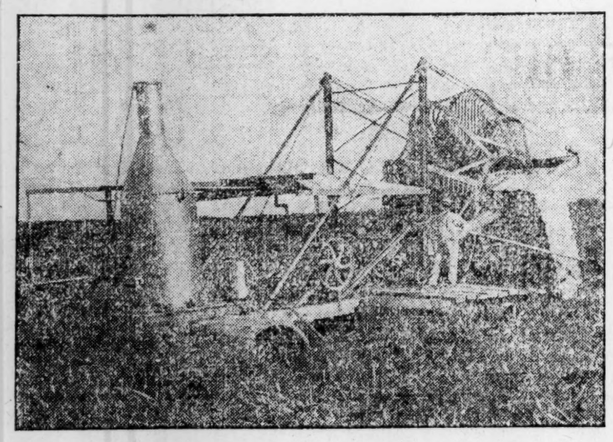
NAVIGABLE CANALS

NEW ORLEANS—The humus laden wet alluvial prairies of south Louisiana—9,000,000 acres in extent—are being drained and made available to the producers of food. The completion of this gigantic task during the next few years will add $500,000,000 to the annual value of the food products of the country.

These lands are the low, wet, undrained and overflow lands of the great valleys of the Mississippi river and its many tributaries. There are such lands in Maine and in California and in almost all the states. In the great valley of the Mississippi some of them lie in the far north, where the winters are long and cold and where vegetation thrives during but few months each year. Yet there they are, when drained, more fertile than are the higher lands.

In the central portion of the valley such lands are still more fertile because silt deposits reach them. In the Yazoo Delta country the fertility of the low lands begins to reach an amazing degree. In north Louisiana and south Mississippi the soil shows extravagant richness, and in south Louisiana, which was created by ages of silt deposits brought down by the annually overflowing rivers from the soil wash of a continent, reaches the very pinnacle of productiveness. Here the land is all soil, virgin soil down to the prehistoric sea bottom. On top of the land decaying vegetation has built a bed of virgin humus. There is no subsoil, and vegetation thrives on earth taken from great depths just as it thrives on the surface.

Modern steam dredges are rapidly transforming these prairie wastes of southern Louisiana into a new empire of modern farms. At the same time, these



This machine advances over the wet prairies at the rate of one and one-half miles a day

immense dredges are opening up wide, deep navigable canals, leading from the center of each reclamation unit to the harbor and market at New Orleans.

There are more than 2,000,000 acres of the wet prairie within a 50-mile radius of New Orleans. All the land is above sea level, but being flat does not drain itself. Once upon a time all that is now southern Louisiana was open sea, a part of the gulf of Mexico, and borings to a depth of more than 2000 feet have revealed the presence of fairly well preserved bits of cypress wood. Centuries ago, through some change in the climatic conditions of North America, soil wash on the grand scale started, and ever since then, until levees were constructed throughout the valley, a thin layer of soil was added from the overflow waters each year, and because the Mississippi, the Ohio, the Arkansas, the Red and other great rivers go on rampages at different times in the year, the annual layer added included an appreciable percentage of the soil wash from each section of the country between the two great mountain ranges. This resulted in millions of acres of flat land, the composition of which includes the best soils from every portion of the great valley.

In Louisiana this wet prairie area starts a few miles south of Baton Rouge and extends eastward and southward to the gulf coast, and westward almost to the Texas border. It includes the richest rice, sugar cane and cotton plantations and truck gardens in the United States.

A little more than two years ago the state of Louisiana permanently exempted real estate mortgage loans from all taxation in order that reclamation bond issues might be floated to the best advantage. Later, by another amendment to the constitution, provision was made for the organizing of drainage districts by any five bona fide owners of undrained land in such a way as to secure maximum economy. Since then the great dredges have been laboring ceaselessly to open up these millions of rich

Modern Steam Dredges Are Rapidly Transforming the Prairie Wastes Into Rich and Productive Farms

CLOSE TO MARKETS

acres to the immigrant and home seeker.

Louisiana has justly been called the poor man's paradise, because any semi-tropical or temperate zone plant will grow rapidly and yield abundantly on its rich soil and during its 10-month growing season. But the development work now going on in Louisiana is by no means a poor man's undertaking, though the thrifty poor man will experience little difficulty, not only in securing a foothold in the state, but in owning his own home and farm.

Thus far the demand for reclaimed farms has greatly exceeded the supply, and in order to meet the demands for Louisiana farms many great plantations are being cut up into small tracts. Broadly speaking, one plantation just about meets the demands created by a single train load of home seekers.

The population of Louisiana, according to the census of 1910, is 1,656,388. In 1900 it was 1,381,625, in 1890 it was 1,118,587. Thus the increase in the 10 years 1900-1910 was 274,763; in the 10 years 1890-1900 it was 263,038. During the next 10 years the increase in population will probably exceed the 20-year period just terminated.

According to the state agricultural department 5,040,870 acres out of a total of 27,606,930 acres included within the boundaries of the state were in cultivation in 1910. The cultivated area is comparatively evenly divided among the parishes or counties of the state, consequently the homeseeker will find companionship and neighbors, no matter what portion of the state he decides to live in. In the case of the reclaimed areas the land units are large, and each is settled up completely as soon as the surplus water is drained off.



Navagable canals connect the farmer directly with New Orleans and the world

A few years ago Louisiana produced as many as 1,100,000 bales of cotton in a season. Because of the boll weevil and widespread diversification of crops, Louisiana's cotton yield of 1910 amounted only to 236,805 bales. But the yields of other products were in such increased volume that the loss on the cotton crop was made up several times over.

Because many cotton farms have been given over to corn culture, and because the rich reclaimed lands of South Louisiana produce anywhere from 50 to 100 bushels of corn on an acre, according to the cultivation, the corn crops of Louisiana are increasing in size very rapidly. The yield in 1905 was 19,516,499 bushels; in 1906, 26,217,633; in 1907, 28,000,000; in 1908, 33,898,000; in 1909, 51,198,000; in 1910, about 60,000,000. It is estimated that the bringing in of many new and virgin reclaimed farms will lift the production of corn in 1911 to 100,000,000 bushels. Louisiana requires about 45,000,000 bushels of corn annually for home consumption, and prior to 1909 was a heavy buyer of corn grown elsewhere. Last year corn was sold to Texas and to Europe for the first time. Next year fully 50,000,000 bushels will be exported from Louisiana. All of the Louisiana corn matures early and is "sun-dried."

Of these Louisiana reclaimed lands Prof. Firman E. Baer, department of agriculture of the Ohio State University says: "There is enough nitrogen present in the first eight inches of this soil to supply nitrogen for 1000 50-bushel crops of corn. I have never analyzed a soil which contained so high a percentage of nitrogen."

The truck gardener has during the last few years made very rapid progress in Louisiana. The climate and the soil combine to make the truck grower's way easy. The last frost comes in February and the first in December. Sweet and Irish potatoes, turnips, cabbage, lettuce of all kinds, eggplant, peas, radishes, onions, shallots, artichokes, cauliflower, strawberries, oranges, figs, grapefruit—in fact, practically all table delicacies—grow to perfection and mature very early when the markets of the North are most eager to receive such products.

State Aids Drainage by Exemption of Real Estate Loans and by Organizing Development Districts

SETTLERS ARRIVING

Until reclamation work began some two years ago the cultivated area was confined to those lands lying along the streams and bayous. These lands, being nearest the streams, caught the heavier deposits, and being built up more rapidly than the stretches farther away, which caught the finer and lighter silts, drain themselves by gravity. But the finer silts are the more valuable from an agricultural point of view. Thus it is that the artificially drained areas of Louisiana contain a greater percentage of plant food than does the naturally drained area; consequently, when drained and developed, the wet prairies are of great value to the farmer.

Last spring the strawberry growers of Independence, La., cleared more than $600,000 on shipments of berries to Chicago alone. This spring, early in February, these same berry growers asked New Orleans to send them 1500 extra berry pickers in order to enable them to keep abreast with the northern demand for the early high-priced fruit.



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SUCCESSFUL REVOLT IN MEXICO TOOK ONLY ABOUT FIVE MONTHS

MEXICO CITY—It would hardly be thought possible, certainly not probable, that a nation could rise in revolt, overthrow the established order, then form a new government and bring about new conditions again, all within the incredibly short space of five months and five days. Yet such was the spectacle presented to the world by Mexico, for on Nov. 20, 1910, Francisco I. Madero declared war on the Porfirist government, and on May 25, 1911, Gen. Porfirio Diaz and Ramon Corral resigned the presidency and vice-presidency of Mexico, and Francisco L. de la Barra, under the provisions of the constitution, and by the will of Madero, became acting President of the republic.

Senor de la Barra, a man of highest intellectual attainments and unimpeachable honesty, has not the iron will to enable him to govern this people. It has been said that he is too much of a gentleman for the position. He deserves great praise for what he has done. As secretary of foreign relations it fell to his lot to assume the presidency of the republic upon the resignation of President Diaz and Vice-President Corral.

The revolution had triumphed; he was frankly an adherent of the fallen regime, yet from motives of purest patriotism he accepted the onerous task of filling the presidential office until the people should duly elect another to take his place.

He knew that his motives would be questioned; he knew that he would be but the mouthpiece for the leader of the victorious revolutionaries and that he would not be able to manifest his own individuality, but in all things would have to do as Madero should dictate. Yet in spite of all this he felt that the good of the country required his services, and he has made the sacrifice gladly, willingly, unselfishly. His altruism is not appreciated now, but in years to come, with the perspective that time alone can give, when the history of today is written, credit will be given him and he will be enrolled among the nation's heroes.

In accordance with Madero's wishes, the general election was held on Oct. 1, 1911, and the electoral college met on Oct. 15 and announced the election of Madero and Pino Suarez. Madero had no opposition; de la Barra flatly refused to run; Bernardo Reyes left the country in disguise at the last moment, saying that he would not be treated fairly should he allow his name to go before the people.

There were several candidates for the vice-presidency, among them Dr. Francisco Vazquez Gomez and his brother, Emilio. Toward the end of last summer Madero broke with Dr. Vazquez Gomez, much to the surprise of every one, his own party included, for he had been an able lieutenant of Madero throughout the revolution, acting as head of the "junta" in Washington, where he did most excellent work for the cause. Up to the time of the break he was the recognized candidate for the vice-presidency on the Maderista ticket. But Madero suddenly repudiated him and brought forward Jose Maria Pino Suarez as his candidate, a hitherto unknown man from Yucatan, of which state he had recently been elected governor.

It was doubtless Madero's idea that by bringing forward a man from Yucatan he would make a brilliant political move. There has been much unrest in that state for several years. The Yucatan people have felt that the peninsula was deserving of more recognition than it had received from the Diaz government, and this discontent crystalized in a faintly formed plan for an independent republic.

It was Madero's belief, no doubt, that with a vice-president from Yucatan all this would be ended. The next few months will prove whether he is right or not.

The present government of Mexico is illogical. In his "plan" (platform) of San Luis Potosi of October, 1910, Francisco I. Madero declared the government of General Diaz fraudulent, alleging that the elections of the previous July were not in accordance with the constitution. He then proclaimed himself "provisional president" of Mexico, an act which in itself was unconstitutional. The next step was to be expected, namely, the resort to arms for the purpose of overthrowing the existing form of government.

In 1876, when General Diaz entered into power under the provisions of the "plan" of Tuxtepec, it was distinctly understood that it was upon the basis of "no reelection," the slogan of Madero and his followers in these last months. In 1880, true to his promise, Diaz retired from the presidency and Manuel Gonzalez served for four years. In 1884 General Diaz, after the form of an election, assumed the reins of government once more and continued in office by virtue of so-called reelections in 1888, 1892, 1896, 1900, 1904 (when, by amendment to the constitution in May that year, the presidential term was made six years), and in 1910.

In a recent interview in Paris he asserted that prior to the last election (held in July, 1910) he greatly desired to retire from the office, but the representatives of all the states urged his acceptance, and from patriotic motives he yielded to their solicitations. Be this as it may, it must be admitted that the country progressed greatly during his regime. Enormous strides were taken in all lines of industrial activity; the credit of the nation at home and abroad was of the highest order. Possibly Diaz realized the solemn import of the vital question, oft repeated, "After Diaz, what?" although he doubtless read the query, "After Diaz, who?" and he could not give an answer; nor can the Mexicans themselves today. But they and all the world can answer the first question, "After Diaz, what?" as readily today as it could have been answered two, five, 10 years ago, and can answer it in one word—"anarchy!"

No one knew his people better than did Porfirio Diaz; he realized the need of an iron hand in governing them and he used it without stint. It cannot be



—FRANCISCO I. MADERO

denied that his ideals were as high as Madero's, that the welfare of the nation was as near to his heart as to Madero's, and he had the strength of character and force of will to realize those ideals. Madero, on the other hand, while an idealist, is considered a dreamer, not a doer; he lacks the firm character needed by the ruler of a people who are not ready to be led, but who can only be driven. He has dreamed of an ideal democracy in which each unit would not think for itself alone, but for the common good of the entire entity, in which liberty would be the possession of each unit—but he failed to take into consideration the nature of the people: the great mass does not think and the few who do have only their aggrandizement in view.

Liberty to the mass appears to be but another name for license, as witness the events that followed the revolution. A giant had been in chains for years and Madero loosed his bonds, but found out later how hard it was to handle him. The situation is a peculiar one. Out of a population of about 15,000,000 almost 90 per cent are grossly ignorant and entirely without self control. They need the restraining influence of such a man as Diaz was in his prime. It is true that in late years this restraint was more in the nature of oppression, for the men surrounding him were not



FRANCISCO DE LA BARRA

actuated by his high motives and hid from him the true state of affairs. They exploited the people and the country for their own selfish ends and so brought about their own downfall.

To one who has been intimately acquainted with Mexican affairs for many years, Madero's election to the presidency presents a peculiar, not to say anomalous, aspect. Mexico is a Roman Catholic country, and its rulers and government officials have been, ostensibly at least, Roman Catholics. Madero, however, in an interview in the Imparcial two or three months ago, said he was a spiritualist, and that through the mediumship of his wife he had been constantly in communication with the spirit of Benito Juarez throughout the revolutionary period, and for some time previous. What effect this will have on his political policy and future career remains to be seen. In several speeches he has said that every inducement will be offered to foreign capital for investment in Mexico, although his government will not foster monopolies of any sort. Graft of any description will no longer exist, he says, when he comes into control.

Again, the situation is a difficult one. Madero, or his lieutenants, incited the people to revolt by reminding them of their real and fancied grievances, promising them, it is alleged, that the lands would be divided up among them, that they would no longer be obliged to pay taxes (which, in passing may be said, were indeed onerous, being a part of the system of exploitation by the "cientificos"), and in many places the people have flatly refused to pay their taxes. The result of this is seen in several states where government employees have been without pay for months, and where schools have been closed as there have been no funds available to pay the teachers.

During the last days of the Diaz regime, so it is said, there was a certain element that ardently desired intervention on the part of the United States, hoping thus to put off the evil day of insurrection, which they felt was imminent. This would have united the warring factions in a common cause. Fortunately for foreigners resident here this step was averted. Whether it will come in the future, near or distant, remains to be seen.

Ten per cent of the population realizes the need of foreign capital and foreign energy to develop the resources of this wonderful land; a small proportion of the remaining 90 per cent realizes the same thing in part, and it then becomes a question if the more intelligent, though much smaller, element can prevail.

Madero will find it difficult to fulfil the promises he has made the people, or that have been made in his name; but it is the general impression that, as conditions become normal once more, the good sense of the people will be manifested and there will be a revival of confidence, and the country will enter upon an era of unprecedented prosperity.

The financial world has been waiting to learn the result of the elections. Now that it has been learned, and there have been no further disturbances, business is improving everywhere, notably in mining districts, where practically nothing had been done for a year or more.

It is not likely that there will be further revolutionary movements; the people have learned a salutary lesson. Thirty years of peace have taught them the blessings of peace, while the few months' conflict have shown the curse of war.

CONCRETE SNOWSHED ON GREAT NORTHERN READY FOR SLIDES

SEATTLE, Wash.—The Great Northern railway has finished, in the heart of the Cascade mountains, on a stretch of road near Scenic Hot Springs, Wash., the first concrete snowshed ever constructed. The Great Northern, like the majority of western railroads, has a number of timber sheds, but this road is protecting thoroughly every place where it is possible for a slide to occur, and in order to obtain the best known protection it has in one place decided upon concrete construction. Concrete has stood so well the strain on bridges and culverts and so proved the test of heavy traffic and severe weather that the new snowshed is expected to be a great success. This snowshed cost $500,000 and more than 400 men were employed to build it. It is 3900 feet long and 24 feet high on an average. The 10-inch thick roof is supported by concrete pillars at intervals of 12 feet, and the back wall is from 9 to 17 inches in thickness. For various reasons concrete seems admirably adapted to snowshed building, the chief of which is that it can be used in such a way that it becomes a part of the mountain.

The advocates of this style of snowshed maintain that it will not sag. The one just finished is built so well that it seems a part of the natural rock. If it proves in time to be all that is claimed for it, it is probable that other concrete sheds will be adopted.

INDUSTRIAL SHOW FOR PHILADELPHIA

PHILADELPHIA—Business men of this city are planning a great industrial exposition to advance the commercial and industrial interests of this port. It will be opened in connection with the meeting of the international navigation congress in this city next spring.

It is planned to make known Philadelphia's supremacy as a manufacturing center and to show the remarkable facilities it has for the development of commercial relations with foreign countries.

CITY OF WASHINGTON MAY BE SEEN FROM SKY WITHOUT AIRSHIP

Highest Monument in the World Visited by 500 to 600 Persons Daily Makes Panoramic View Possible

CAPITAL'S PROGRESS

WASHINGTON—The opportunity of looking down upon a city is a privilege of the aviator. In Washington, the monument affords a similar opportunity, and one that is more easily available and more satisfactory, for here one can ascend the highest shaft in the world by elevator or by climbing the 900 steps that lead to its top.

Since the Washington monument has been opened to the public, more than 3,000,500 persons have enjoyed this privilege, and the number is being increased at the rate of between 500 and 600 a day. The view that these people have thus obtained is well worth while, for it is a panoramic view of what is acknowledged to be one of the prettiest cities, not only in America, but in the world.

The United States capitol is the most prominent of the many public buildings to be seen. It stands on the brow of Capitol hill, flanked on either side by the white marble office buildings of the Senate and House, while hard by stands the magnificent Congressional Library building.

Between the capitol and the monument lie 200 acres of flower gardens and lawns, apportioned to the botanic garden, the department of agriculture, and the Smithsonian Institution. This area contains probably the most diverse collection and exotic flowers, shrubs, and trees ever assembled. The government is the custodian of these grounds.

To the district government the shade trees of the city are assigned, and of these there are approximately 100,000. It is said by competent authorities that no other city in the world is the equal of Washington in the number of shade trees. If set in a single row, these trees would form a line of shade extending from Washington to Boston and 100 miles beyond into Maine. If extended north from Washington this line of trees would reach to Buffalo and more than 100 miles beyond into Canada. Extended to the west it would reach beyond Cincinnati to the Indiana state line. To the southward, such a line of trees would reach to Augusta, Ga.

In the 70 square miles of ground in the District of Columbia, more than 3000 acres are set apart for parks, in addition to the hundreds of miles of shaded streets.

To beautify Washington the gardens under the charge of the superintendent of public buildings and grounds last year produced almost 700,000 plants, of 270 varieties. Some of these adorned the White House and grounds, but for the most part they were used in beautifying the city parks.

The parks, from the Capitol to the monument extend over a distance of a mile and a half. This area goes beyond the monument a mile and forms Potomac park, which is still in the making. It consists of 800 acres of reclaimed land lying along the bank of the Potomac. Not very long ago it was a shallow sheet of water at high tide and a dreary expanse of mud flats at other times. The work of the landscape artist is spelling more and more of beauty on this ground, and it is here that the Lincoln memorial will be placed, provided that public sentiment does not cause the art commission to change its plans.

A step toward the further extension of the park system of Washington is the passage of a bill by the Senate at the late extra session of Congress appropriating over $2,250,000 to acquire the land lying between Potomac park and Rock Creek park, a distance of nearly two miles.

Rock Creek park, including the zoo, is the most attractive spot adjoining Washington. For five miles it skirts either side of the rocky bed of the water course, and is traversed in every direction by carriage roads and bridle paths. It contains more than 1600 acres of natural woodland and meadow.

An important feature of the park system is the band concerts. Throughout the summer a free concert is given daily by one of the capital's famous bands. Frequently two or three bands are giving concerts in different parts of the city on the same day, and to these concerts rich and poor, white and black, have free access.

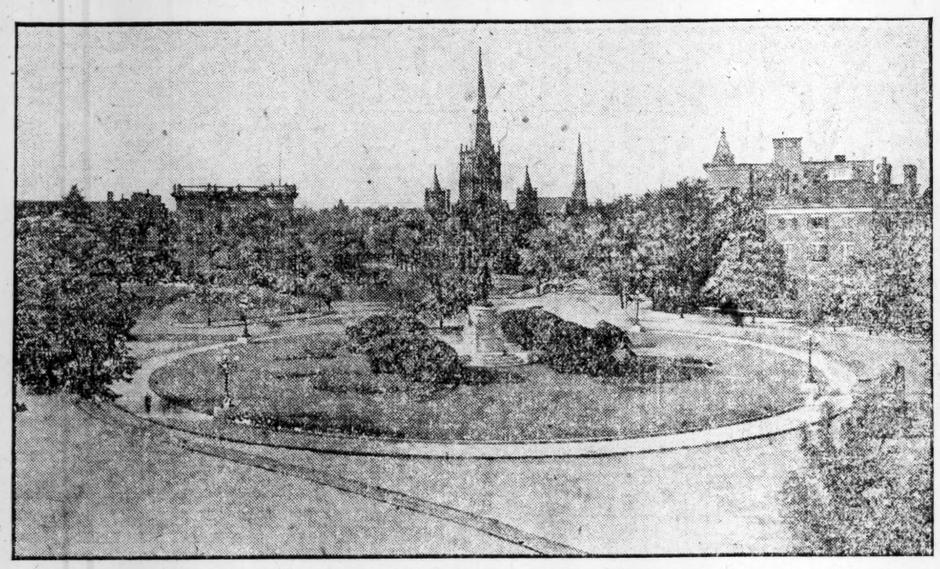
The streets of Washington, running toward the four cardinal points of the compass, and crossed diagonally at their intersection by broad avenues, allow the formation of circles, squares and triangles, and these have been converted into spots of beauty, but this is an improvement upon the original design. When the plans for the city were drawn by Major L'Enfant, the American revolution was a thing of recent history, and still fresher in the public thought was the revolution in France. It is not surprising, therefore, that this French engineer should have reasoned that these plots of public ground could be turned into vantage points for the massing of artillery to repel the advance of an invading foe. The reign of universal peace is nearer now than in those troublous times, and the landscape gardener has been preparing these spots to attract, rather than to repel, the hosts of those whose objective point is the American capital.

Today these hosts are introduced to the nation's capital at the new union railroad station, finer than which there is none in the world. Here again the transforming hand of progress is still at work. In this center of the city there stood 1000 homes—good, bad and indifferent. They have vanished and are succeeded by the station and plaza, the transformation costing $14,000,000. Directly in front of the building, on the plaza, looking out upon the capitol, is to be erected in the coming spring the Columbus memorial, which is to be of granite, with figures symbolic of the landing upon the shores of the new world in 1492.

Adjoining the union station work has been begun on what is to be the finest postoffice building in the world. Beauty and utility will join hands here, and the building will be connected with the railroad station by electric devices for handling the mail, the volume of which is sufficiently large to make the postoffice receipts amount to nearly $1,500,000 each year, notwithstanding the fact that three fourths of the mail passing through the Washington postoffice goes free under government franks.

The recent purchase of five blocks of ground in the neighborhood of the treasury building, and extending from Pennsylvania avenue to the monument grounds, marks the beginning of what is said to be the greatest building project in the country. On this tract will be constructed three commodious buildings for the three departments of state, commerce and labor and justice. Years will elapse before this work is completed, and the cost will run into the millions.

HOW STREETS MEET AVENUES IN WASHINGTON



When Major L'Enfant designed city he planned these open spaces for massing of troops to defend the capital but they have never been used for that purpose



Showing part of Rock creek between Rock Creek park and Potomac park

APPLE GROWING BRINGING BOTH FAME AND WEALTH TO WEST VIRGINIA FARMERS

CHARLESTON, W. Va.—So many thousands of dollars are today being poured into the pockets of West Virginia apple growers that the state finds herself the center of all eyes, and not only are native farmers going in for the cultivation of this fruit, but outside capital is being attracted by the special advantages of soil and climate.

Half a century ago W. S. Miller, a farmer of Berkeley county, started a nursery for apple trees and established a business of considerable proportions by furnishing the young trees to his brother farmers in the state. Each year, without any definite aim, he put out a few trees, until he had an orchard of 35 acres. A New York buyer was told of the existence of this orchard along in the '70s, when it was in full fruitage, and made a special visit to Mr. Miller with the result that he offered fancy prices for the entire yield. The orchard owner was paid about $17,000 that year.

It was not long before the news spread and Mr. Miller's neighbors began to set out trees on a large scale. His success marked the beginning of the commercial apple orchard in West Virginia and it has steadily grown to this day.

John Miller, a son of W. S. Miller, followed in his father's footsteps and has made, perhaps, the greatest money success of all the apple growers of the state. He was a youth at the time of the visit of the New York merchant to his father's farm. That big sale made so great an impression on him that he decided to go into a business which would require a wait of about 10 years before he realized any returns. His first tract of 36 acres was set out in 1878 and a dozen years later he put out 23 acres additional. In 1897 he increased his orchard by 133 acres, making his entire holdings 182 acres, the trees ranging in age from 14 to 33 years.

Last year this apple farmer sold 23,000 barrels of apples and this year his output was about 20,000, although it was considered an "off year." The outlook to. next year indicates at least 30,000 barrels, as the greater part of the orchard is just reaching its full bearing period. The owner's wealth is estimated at half a million dollars, accumulated in large part from 59 acres of apples, and he still has practically unlimited prospects before him.

Within a decade 25 orchard companies have been formed in Berkeley county alone. Across this county lies the territory known as "Apple Pie Ridge," a sort of double-backed, parallel series of hills extending through the county from the Potomac river south to Frederick county, Virginia. The name was derived from the fact that early in the last century the farmers in the neighborhood raised apples and dried them and the people flocked from far sections to buy the cured fruit for pies.

A combination of limestone, soapstone and sandstone soil seems to be the favorite for raising apples, although success is also reported in a red shale.

It must not be inferred that Berkeley county is the only apple-growing territory in West Virginia.

Among other favored sections may be named Hancock, Brooke, Wood, Lewis, Jefferson, Preston, Mineral, Monongalia and Pocahontas counties. Each of these counties has its peculiar advantages and no one can be said to excel. Berkeley county leads at present more because of the long experience of its growers than because of any superiority of soil or climate.

There seems to be no limit to the varieties of apples that can be grown in the state. Some of the favorites are the York Imperial, Ben Davis, Stayman Winesap, Grimes Golden, Black Twig, Rome Beauty and Jonathan. Going on down the list we find Northwestern Greenings, Arkansas Blacks, Baldwins, Paradises, Northern Spy, Willow Twig, Twenty Ounce, Aiken Red, Black Ben Davis and Wolfe River.

One who has visited the West Virginia apple lands can never doubt that there are many fortunes yet to be made in this business. Not only are thousands of new trees being set out but old orchards are also being set in order and cared for with results that richly reward the owners. This is especially noticed on the old Bottom farms in Wood and other counties below Wheeling.

The growing of apples has not caused the West Virginia farmer to neglect the cultivation of other crops. It has invariably worked out that during the time the agriculturist has waited for his orchard to come into bearing he has applied his efforts industriously to his other acres; hence when the fruit is ready to be marketed it is practically a clear income over and above the profit of his regular farm crops. This explains why the apple business has spelled wealth and independence for the West Virginian.

Neither has apple growing interfered with the annual peach crop, which continues to increase, bringing enormous incomes to the specialists in Hampshire, Hardy, Grant and Mineral counties.

The cultivation of peaches to supply the large markets is of recent origin. For many years the state has supplied its own needs with the finest of peaches, but little attention was paid to shipping them outside the State. Today Romney, the county seat of Hampshire county is a veritable beehive in the peach shipping season.

Trainloads of the fruit, picked ripe from the tree one day, are delivered the following day in the markets of Washington, Baltimore, Philadelphia and New York. The proximity of these markets gives Virginia the lead over many other regions that are suited to the culture of peaches, and in late years the growers of the state have taken full advantage of the discovery of those possibilities.

Profits from peach growing have been known to go as high as 110 and 120 per cent, although the average is perhaps nearer 30 or 40 per cent. The trees mature quickly and the period of bearing is short, so that in many cases the growers are alternating the crop with apple trees, thus insuring an income for many years to come.

In conclusion, nothing more convincing can be said than to repeat the opinion of an apple grower of Berkeley county, who said: "I confidently expect the annual yield of apples in this county to reach 1,000,000 barrels inside of the next 10 years."

SALT MONOPOLY IN BRITISH ISLES

The salt industry of the British Isles is largely in the hands of a combination of manufacturers known as the Salt Union (Ltd.) according to a Liverpool consular report. This body, through its ramifications in both England and Ireland and with connections abroad, maintains what is considered a close monopoly.

The official return of the expert trade, published by the Salt Union (Ltd.), shows that the total foreign shipments for March, 1911, constituted a record, being 49,934 tons, against 37,381 tons in the corresponding month of last year, 32,406 tons in March, 1909, and 26,339 tons in March 1908. The coastwise shipments were 4,218 tons, against 3,377 tons a year ago and 2,786 tons in 1909.



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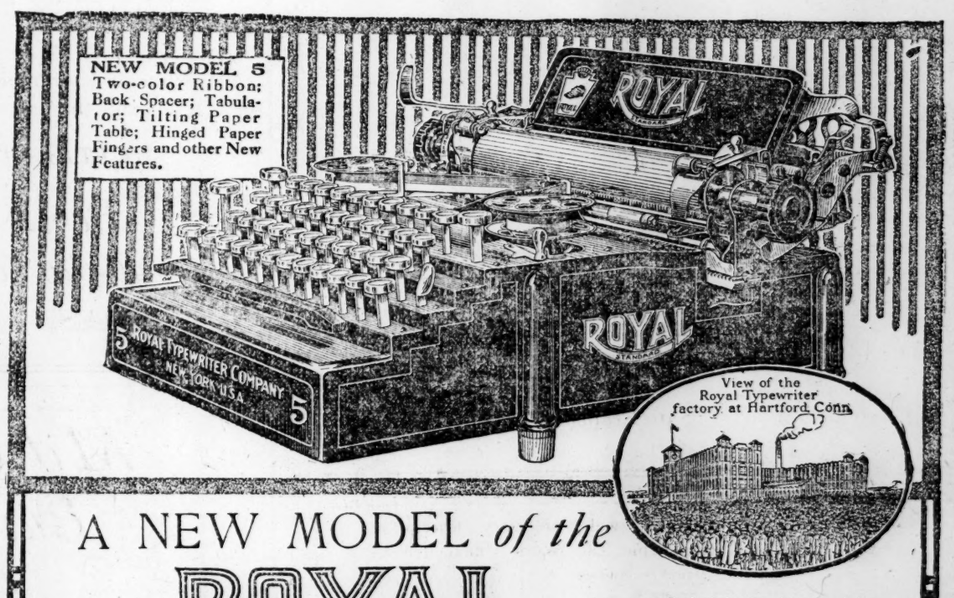
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SHEEP SHEARING BUSY TIME FOR GROWER OF WOOL IN AUSTRALIA

Industry Is Still Greatest Source of Wealth of Island Continent Although Wheat Raising Is Coming In

CHANGE IN METHODS

(Special to the Monitor)

AUSTRALIA'S greatest source of wealth today is her wool, although within the last 15 years many thousands of acres of sheep country have been given up to wheat growing, and wheat production increases yearly. Let us hope that Australia will always have room for the production of both, it being impossible to deny that it will be a problem affecting the world in general when this country ceases to grow and export its huge quantities of wool.

Wool growing of course is not confined to Australia. Curiously enough, however, no other country has been able to grow the produce with such excellence as this, with its huge areas of grazing land, much of which suffers from a small and uncertain rainfall, and is essentially suited to the production of that useful member of the community, the merino sheep, and consequently wool of the finest texture.

A general impression exists among the uninitiated, that the wool grower is an individual living a life of luxury, every year piling up money and eventually a huge fortune. Such is, however, not the case, for considerable expense is entailed and much care required to keep a flock of merino sheep up to a sufficiently high standard. By no means the least difficulty the flock master has to contend with is the rabbit, which was imported from England some time ago.

The shearing of today is almost another thing to that of 20 years ago, when it was a time looked forward to by all concerned. Every year the same employees returned, old faces reappeared, which in itself is pleasant, every man knew his work and carried it out to the best of his ability and things went on in perfect harmony, master and man being old acquaintances.

The change has been brought about principally by the introduction of machinery and trades unionism. Shearing time is not looked forward to nowadays as it was formerly, owing mainly to the ease with which the operation of machine shearing is learned and the very high rate of wages. Shearing is said to be the highest paid skilled labor in the world and runs from 22s to 25s for 110 sheep, so that an average shearer earns £1 a day. An entirely different type of man has come into the shearing market—young men with no ties and no settled occupation, who in many cases shear six months out of the year and live a life of idleness the other six and whose main object seems to be to do as little work for as much money as they can possibly get.

Every wool-growing property has its shearing shed, in nearly every case an expensive and elaborate structure capable of holding on an average sufficient sheep to last a day's shearing and some large sheep owners shear from 5000 to 7000 sheep a day.

Shearing as a rule is carried on in the early spring before the pastures dry up and seeds collect in the wool. Most sheds are fitted with shearing machines, which work on the system of an ordinary horse clipper and the machines are driven by steam, oil or electric engines, so that a shearing shed in full swing is similar to a factory for noise and number of workers. To the uninitiated it is well worth seeing the taking off of a good wool clip in an up-to-date manner.

The evening before shearing starts sufficient sheep are brought to fill the shed, these sheep are led into and through the shed by pet sheep trained for the purpose. The woolly sheep are then enclosed in small yards or pens, each shearer or every two shearers having one catching pen.

Work starts at 6 a. m. and continues until 8 a. m., then an hour for breakfast, another start at 9 a. m., continuing till noon, and then from 1 o'clock until 6 p. m., with three spells of 20 and 30 minutes.

When the shearer finishes a sheep he turns it out of a small door leading to more yards outside the shed. The shorn sheep are periodically counted out of these pens by the man in charge of the job, and thus each shearer's tally is arrived at. The next step is to get the fleeces off the shearing board. This is done by young men or boys called "pickers-up," whose duty it is to pick up each fleece as it comes off the sheep and throw it out on to a table large enough to carry the fleece when spread out to its full extent.

This picking up is no easy task and requires a great amount of celerity and deftness, it being impossible, unless the fleece is correctly thrown, to perform successfully the next step which consists of skirting off the edge of the fleece certain portions of shabby wool called skirts or pieces, which pieces are put before other men designated as "piece sorters," whose task it is to sort the wool into several classes.

The fleece having been skirted it is then folded or rolled up and taken to the most important individual in the shed, the "wool classer" who classes the wool into lots according to the texture, length of the staple, brightness of color, scoured yield and various other points. Besides this duty, the classer is responsible to the owner for the whole working of the clip from the time the fleece leaves the shearer to the time it is loaded for transit to the railway or seaboard.

Each class of wool has its bin in close proximity to a machine called a wool press, attended to by two men who pack the wool into bales and press these bales into convenient sizes for handling; they then sew up the bale, brand it with the owner's brand and the number and class of wool, thus the operation of shearing is completed to be repeated again in 12 months.

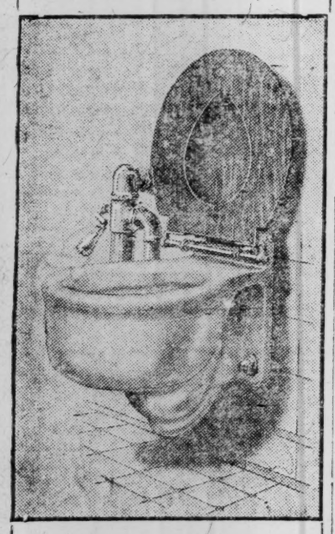
SHEARERS AT WORK REMOVING FLEECES



(Photo specially taken for the Monitor.)

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CANAL TO AID YOKOHAMA

After the opening of the Panama canal in 1915 Yokohama is expected to become the center of Japan's shipping business as also for a large part of the Orient. Vessels coming through the Panama canal to Japan and to Asiatic ports west of Japan will all touch at Yokohama for coal and provisions. A big export increase from Yokohama is also expected.

NORTHERN ONTARIO IN BIG ERA OF DEVELOPMENT

Lands, Timber, Water Power and Mines Being Opened Up Under Systematic Government Supervision

TORONTO, Ont.—The natural resources of the province of Ontario may be defined: (1) lands; (2) timber; (3) water powers; (4) mines and minerals. Some idea of what it means to develop these resources may be gained when it is known that the total area of the province, exclusive of the Great lakes, is estimated at 140,000,000 acres. Of this area nearly 90,000,000 acres are included in what is known as Northern Ontario, which comprises the six great districts of Nipissing, Sudbury, Algoma, Thunder Bay, Rainy River and Kenora—a territory larger by 20,000 square miles than the British Isles.

This territory is largely covered with valuable forests; is rich in minerals, especially silver, nickel, copper and iron; is abundantly watered with lakes and rivers and has great areas of fertile soil, one in particular of 16,000,000 acres known as the Great Clay belt, beyond the height of land, a scarcely perceptible ridge 40 miles from New Liskeard. The trees are principally spruce, tamarack, cedar, pine, poplar, birch and balm-o'-Gilead, with undergrowth of hemlock, maple, ash and alder. At various points are great lumbering industries.

The iron mines of the Michipicoten district, the world's greatest nickel deposits near Sudbury, the famous silver camp at Cobalt and the Porcupine gold area, have done much to reverse the reputation of a region long regarded as unprofitable. The land is easier to clear than in Old Ontario. Grain and vegetables grow as well and in as great variety as in the older part of the province, while wheat has been produced of as good quality as "Manitoba No. 1 Hard."

One of the principal factors in the development of this northern country is the Temiskaming & Northern Ontario railway, owned and operated by the government of Ontario. This road runs near the eastern boundary of the province, from North bay on the Canadian Pacific railway to Cochrane, a point 252 miles north, and about 480 miles north of Toronto. At Cochrane it joins the Grand Trunk Pacific railway, now in process of construction, which passes through the great clay belt. Other railroads also run through these northern districts and public highways are being constructed as rapidly as possible. The principal towns in the territory are North Bay, Cobalt, Haileybury, New Liskeard, Sturgeon Falls, Sudbury, Sault Ste. Marie, Port Arthur, Ft. William and Kenora.

Before a township is opened for settlement it must be inspected by a competent officer to ascertain the percentage of good land in it; the quantities and varieties of timber, and whether it is chiefly valuable for its mines and minerals. If the inspection shows it to contain less than 40 per cent of good land, the policy of the government is to keep it closed from settlement for the growing of timber, or if it has large quantities of pine, to keep it closed until the pine timber has been removed, or if it is valuable chiefly for its mines and minerals, to keep it closed from settlement.

With regard to timber, the government has recognized that this is one of its most valuable assets, and wherever large bodies of pine have been found, the territory has been excluded from settlement and converted into what is known as "forest reserves." Reserves already set apart are the Temagami, Mississaga, Nepigon, Eastern, Quetico, Sidley forest reserves and the Algonquin national park, varying in extent from 70 square miles to 7300 square miles (the Nepigon reserve), and with a total of 19,860 square miles. It is estimated that there is on these reserves about 9,000,000,000 feet of pine, worth now about $90,000,000. Two hundred and two fire rangers were employed on these reserves last year at a cost of $76,000.

There is also an area of about 20,000 square miles subject to license, on which fire rangers are also maintained. In this case, the licensee pays one-half the expense. Last year, 450 rangers were employed on this territory at a cost to the crown of $60,000. Fire rangers to the number of 175 also do duty along the lines of railway in the north, at a cost of $73,000.

Along the line of the transcontinental railway are enormous quantities of wood suitable for pulp and paper, estimated to be about 300,000,000 cords. The pulp wood in this region will flow down the many rivers and streams crossed by the railway, there to be manufactured into either pulp or paper. Recognizing that the people of the province are entitled to the benefit of the labor incident to the using up of their natural resources, the government has provided that all pine saw logs, spruce, pulp wood and hemlock must be manufactured into lumber or pulp and paper in the Dominion. The effect of this has been to increase the demand for labor and give a market for all kinds of supplies used for lumbering purposes.

Realizing that the water powers of the province were an asset of great importance, regulations were established several years ago providing that all such water powers having a natural capacity at low water stage of more than 150 horsepower, should not pass with the land but should be leased, together with a sufficient area adjoining the fall for its proper development. In 1907 these regulations were extended and the form of lease improved, the hydro-electric power commission being constituted the agent of the government in dealing with water powers subsequent to their lease by the crown. Some 20 water powers have been leased under these acts, providing for a minimum development of 26,600 horsepower and a maximum of 53,700 horsepower. The annual revenue accruing to the government from these leases is $12,000. Investments amounting to several millions of dollars have been made by the lessees in dams, improvements, plant and machinery for the development and utilization of these powers.

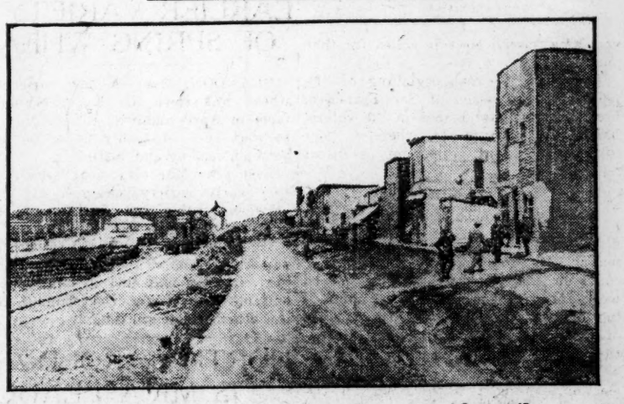
The development of the mines in northern Ontario is largely a matter of private enterprise. The following table shows the quantity and value of metallic ores produced in 1910:

Metal	Quantity	Value
Gold	3,246 ounces	$60,918
Silver	30,558,825 ounces	15,436,994
Cobalt	378 tons	54,507
Nickel	18,636 tons	4,005,961
Copper	9,630 tons	1,374,103
Iron	231,453 tons	513,538
Pig iron	447,351 tons	6,975,418
Zinc ore	576 tons	5,760
Total		$28,427,199

In addition, non-metallic ores were produced to the value of $11,123,419. These include actinolite, arsenic, common brick, drain tile, pressed brick, paving brick, building and crushed stone, calcium carbide, Portland cement, corundum, feldspar, fluorspar, graphite, gypsum, iron pyrites, lime, mica, natural gas, peat, petroleum, pottery, quartz, salt, sewer pipe and talc.

It is interesting to note that the production of gold, though small, is nearly double the value of that mined in 1909. More than half of the yield came from the new camp at Porcupine. Almost the entire production of silver comes from the Cobalt district, and Ontario now ranks third among the silver producing communities of the world, being surpassed only by Mexico and the United States.

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POLITICAL UPBUILDING OF SAN FRANCISCO ON UNDER NEW CHARTER

Recent Election Restores Confidence of People in Themselves and Gives Outside Capital Assurance

BROAD CIVIC PLANS

SAN FRANCISCO—Thanksgiving is the season of gratitude and the people of San Francisco approach with a sympathetic understanding of its definition. The recent municipal election returns, whereby a new charter was adopted and a clean, upright mayor chosen, has restored not only the confidence of the people in themselves, but also the assurance of the great East in their ability to govern themselves wisely and well.

With this confidence comes a new influx of trade. Already those great institutions whose branches honeycomb the big cities of the world, quick to express their condemnation or approval, are giving San Francisco material proof of their support, while concerns that have repeatedly refused to place investments in the new city owing to their mistrust of the city government and its unstable conditions, are enlisting themselves in the general upbuilding.

San Francisco is today entering upon the second era of its reconstruction. Directly after the fire and for the following few years, contractors and architects were kept busy. The city had lost its dwellings and business blocks and these had to be replaced to accommodate the population which it had not lost. While many moved away in search of the necessary living quarters, the change was in most cases only temporary. As fast as materials could be obtained structures went up over night. And the rebuilding of the city was one of the most remarkable feats of the centuries. But now that the actual need of shelter has somewhat abated, San Francisco has arrived at the point where the beautifying of her house can no longer be neglected.

Boulevards are being projected, plans for a magnificent civic center with a city hall, libraries and a municipal opera house are being shaped. Nor are the fine arts to be slighted. Plans have been prepared for a great art gallery and observatory to symbolize in many ways the art and history of the West, to be erected on commanding Nob hill on the site of the old Hopkins art institute of early days. This will be one of the biggest features of the exposition city.

The political regeneration of San Francisco began with the municipal election of 1907. Prior to that time, and for several years the municipal government was in the hands of men who used their positions for private gain. In September, 1907, a group of 18 citizens met and decided to do what they could to bring about a change in moral and political civic conditions. The prosecution of bribe-givers and bribe-takers had already begun, and one of the first actions taken by these citizens was to decide to support the prosecution.

They organized the Good Government League, with the slogan "Citizenship above partisanship," and nominated by petition 32 candidates to fill the municipal offices. This ticket was indorsed by the Democratic party, so that a three-cornered fight ensued between the Good Government League ticket, indorsed by the Democratic party, the Republican ticket and the so-called Union Labor ticket. At the election Dr. E. R. Taylor the Good Government League nominee for mayor, was elected, polling more votes than both of his principal opponents combined. With him the Good Government League elected 30 out of the 32 candidates.

The Good Government League executive committee at once began formulating plans for a charter convention, to amend the city charter so as to eliminate partisan municipal elections, also to provide for a direct primary and direct legislation, whereby the people could rule. Believing that the power of the people was safe with the people, they formulated these charter amendments, but found the citizens, overwhelmed with their great political victory, apathetic, instead of enthusiastic. A course of educational civic work was then begun.

At the next municipal election in 1909, the prosecution question became an important factor, as it had been almost impossible to get convictions, and many of the people, while believing in the principle involved in the prosecution, became tired of the constant agitation, and many men were misled into the belief that the prosecution of men who had bribed municipal officials was "hurting business."

The Good Government League stood on the principle involved and nominated the most available men to the different offices on the same platform, "Citizenship Above Partisanship" and "Equality Before the Law." The committee tried hard to induce James Rolph Jr. to accept he nomination for mayor, but circumstances at that time would not permit him to do so.

The election proceeded and the question of the prosecution being the vital issue, the forces opposed to good government combining (although in the minority) elected their mayor, and a number of other important municipal officers. This resulted in an awakening of the public conscience, and it became apparent that it was absolutely necessary to take partisanship out of municipal affairs, so that the people could have majority rule.



(Photo by Terkelson & Henry)
JAMES ROLPH, JR.
New mayor of San Francisco

The Good Government League called a charter convention and amendments were proposed which would result in bringing about a shorter ballot, but also placed in the power of the people the right to select their municipal officials through a direct primary law, without the intervention of any political party or political convention; also entirely eliminating party lines in municipal affairs, and providing for majority rule. These amendments also provide that candidates receiving a majority vote at the primary election would be declared elected, without the necessity of standing for the general election. The amendments also provide for the simplifying of the laws relating to direct legislation, namely, the initiative, referendum and recall. The amendments proposed were adopted by a tremendously favorable vote at a special election called for that purpose.



(Photo by Vaughn & Fraser)
C. C. MOORE
President of Panama-Pacific international exposition

This was the real beginning of the political regeneration of San Francisco, because it at last placed in the voters' hands the instruments whereby they could bring about permanent political regeneration.

When the campaign of 1911 was at hand—the first under the new election laws—James Rolph, Jr., was induced to file a petition for the nomination as mayor. Mr. Rolph was the one man that could unite all factions of the people to work for the development and upbuilding of San Francisco, and the success of the great 1915 exposition in celebration of the opening of the Panama canal.

Mr. Rolph was elected at the primary election, polling two thirds of all the votes cast. With him were elected a splendid set of supporting officials for the term of four years. Through the adoption of the charter amendments San Francisco's political regeneration was assured.

The city has thus been placed in the forefront of progressive cities, and if the citizens remain aroused to the civic issues before them, permanent good government will result.

Succeeding the splendid results of the primary election of 1911, the state of California was placed in the forefront of progressive states, through the adoption by enormous majorities of constitutional amendments providing for direct legislation in state affairs—the initiative, referendum and recall—and these were supplemented by the adoption by the people of California of a constitutional amendment providing for the enfranchisement of women. This is expected to prove a great factor in maintaining good civic conditions in San Francisco.

SEATTLE "POTLATCH" FESTIVAL TO BE AN ANNUAL INSTITUTION

SEATTLE, Wash.—Speak of New Orleans and forthwith fancy conjures the Mardi Gras; of Los Angeles and there bobs before the vision La Fiesta; of Santa Cruz and comes a recollection of azure waters, glinting beaches, towering redwoods and flowers, flowers, flowers. Portland's name calls up a picture of its annual and beautiful rose festival. The name of a score or more picturesque American cities are associated with some form of annual celebration, always typical, always original and nearly always unique.

More and more are American cities capitalizing their natural beauties. They are leaving off boasting of their big bank balances and transferring their reliance to the sentimental side in their campaigns to gain those they would attract from otherwhere.

Until a year ago Seattle, the wonder city of the Northwest, was planted solidly and apparently permanently in its counting house. Commerce had become a confirmed habit. No rose on earth looked as fair as a string of figures. Seattle was so busy growing, doubling its population now and then, and every week or so projecting another skyscraper that it had no time, or thought it hadn't, for contemplation of the beauties of Mt. Rainier, the jagged Olympic mountains, or the glaciers and wooded reaches of the inside passage to Alaska and the dozens of other stupendous beauties which are close at hand.

Putting it mildly, Seattle hadn't come to the right perspective, but these things inevitably are righted and they were righted in the case of Seattle. Along came some one with a new idea and Seattle grasped it. The first "Golden Potlatch" was the result. It entertained whole-heartedly, almost royally, a quarter million strangers who came within the gates and at the end promised to be host annually thereafter to its neighbors.

Wherefore the Golden Potlatch, next year and thereafter, will be Seattle's big annual Thanksgiving. It is and will be to Seattle all that the Mardi Gras is to New Orleans and the other celebrations to other cities. And it will be typical, for in making the spectacle, Seattle will draw upon the wealth of romance, legend, Indian life and rich warm color which make the present and the past of Alaska and the great Northwest.

July 15 to 20, 1912, has been fixed as the week of the next celebration. According to the calendar this should be midsummer, but in Washington and along the Alaskan and Puget Sound waterways it is midspring. Then of all the year the natural beauties of this wonderland are at the climax of their glory and tourists from the world over crowd by thousands into this vast amphitheater.

The Seattle Golden Potlatch is not a money-making institution. No feature of it returns a dollar, for there are no admittance fees or assessments of any kind. It is in the nature of a civic thank offering for a prosperity that seems perennial and for nature's scenic beauties. In return for these, or rather in acknowledgment, it offers a boundless hospitality, a big and colorful carnival; six days of fairy legend, a week or longer if you will in Aready. And it offers in addition ample time to see everything the great Northwest has to offer, for the railroads this next year will make such rates, grant such stop-over privileges and give such time limits as will enable every one who travels Seattleward to tour the whole western tourist field, to which Seattle stands as the natural gateway.

EARLIER VARIETY OF SPRING WHEAT

BRANDON, Man.—A new variety of wheat was sown at the experimental farm in April and was cut on July 31, so that there are only 94 or 95 days between seeding and cutting.

Last year Marquis wheat, which is a very early variety, occupied 117 days between seeding and cutting, and Red Fife was 123 days.

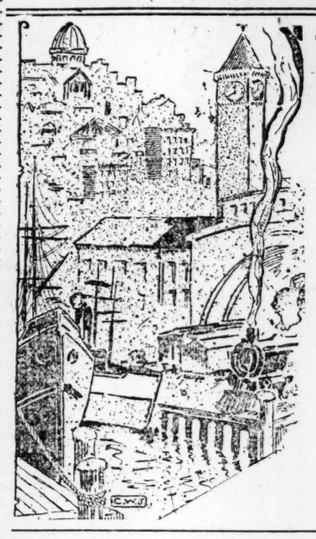
If the new variety, which is not yet named, lives up to the record it has this year, farmers may find it a much more suitable variety for the country than the other spring wheats.

NORTH CAROLINA IS MICA LEADER

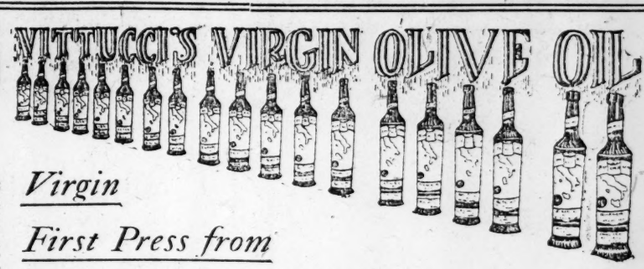
Of the total value of $337,097 for the mica output in the United States in 1910, North Carolina produced to the value of $230,460, according to a report by Douglas B. Sterrett of the United States geological survey.

The 1910 production came from six states—North Carolina, South Carolina, New Hampshire, Colorado, New Mexico and Massachusetts—named in the order of the value of their output.

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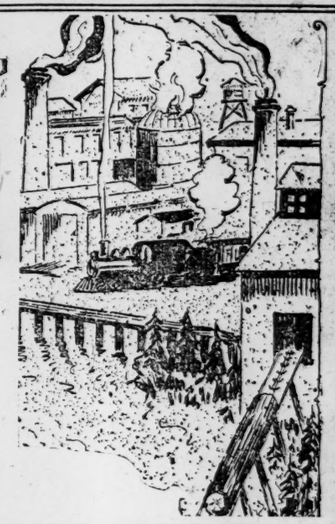


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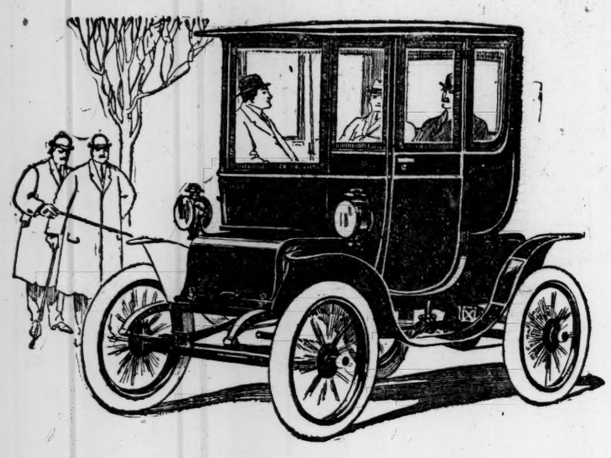
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FASHIONS AND T

DAINTY APRONS

Aprons of pink, blue or violet batiste, stenciled in a darker color, are lovely, either for needlework or tea aprons, says the Chicago Inter Ocean. The stenciling may be outlined with the same shade of floss, which will give a finished appearance to them.

These little aprons are quickly made and are really very effective. Wild roses, tulips or any flower in a conventional form would be best to use, and the needlework apron should be made with a deep pocket, while the tea or chafing dish apron should have a bib. The entire apron may be edged with Valenciennes lace.

NOVEL SLEEVE

One of the newest sleeves is long and very close fitting, with a slash from the shoulder to deep cuff depth, where a row of buttons makes a finish to the hand, says the Indianapolis News.

The slash is filled in with soft, scanty lace frills, or with one long lace puff of scanty fulness. Sometimes, when a touch of bright color is used with a dark tone, the deep color appears under this slash. There is no end to the possible variations.

CHIC AND COMFORTABLE COAT

Double-face cloth, the reverse side making the trimming

THE coat that is loose and comfortable yet gives the long slender lines is the smartest of the season. This model is just as simple as it is chic. The big collar and cuffs are quite new and can be treated in various ways. The front and back portions of the coat are separate and joined over the shoulders, but the sleeves are cut in one with the body portion, and consequently fitting is an easy thing.

In the illustration double faced cloth is shown, the reverse side making the trimming. Materials of the kind are much in vogue and are exceedingly handsome and varied.

This coat can be made from any seasonable cloaking material. If single-faced cloth is used it can be lined with any preferred material and the collar and cuffs can be made of something in contrast, or the front portion of the revers only, with the collar of the same. Broadcloth and ratine are beautiful used upon serges and rough suitings, and velvet is always handsome.

An exceedingly good effect could be obtained by using a plain rough cloth for the coat with broadcloth in contrasting color for the revers and cuffs.

Such a coat makes a most valuable addition to the wardrobe. It can be slipped on in a moment with ease, it is adapted to general wear, it is ideal for motoring, and it is, indeed, in every way satisfactory.

For the medium size will be required 7½ yards of material 27, 3 yards 44 or 52 inches wide.

The pattern (7207) is cut in three sizes, small 34 or 36, medium 38 or 40, large 42 or 44 bust, and can be had at any May Manton agency or will be sent by mail. Address 132 East Twenty-third street, New York, or Masonic Temple, Chicago.



STENCILED SCRIM

We have just been putting up c stenciled curtains for the winter, a again congratulate ourselves on th attractiveness, writes a contributor the Rural New Yorker. They are ma of plain cream-white scrim, with tw inch hem, and with a deep band of st ciling across the bottom. This stencili was done with oil paint, and we find th it washes perfectly, when laundered li any fine colored materials with wh soap and lukewarm water.

The water colors are very nice f stenciling where the material is not to washed, but they are not likely to be fa in laundering. The cheesecloth or scr costs 10 or 12 cents a yard, and t stenciling can be done in any color lik making a most artistic effect at a ve moderate cost.

For a girl's room we stenciled a bord of pink roses all along the edges of t curtains; a room papered in yellow h curtains with a design of pine cones brown and dull green. It will often found that a little black, brushed carefully to deepen the shadows, or mix with the main color, will make a desi more effective.

CHILDREN'S HATS

The felt hats with the stitched brim are not only pleasing to the eye, b they are quite practical, for the stitc ing helps to keep the hat in shape— matter not always easy when the hea gear belongs to a small child, says t Newark News. Corduroy makes nat hats, too; when the coat is of the sam material it quite completes the sm child's winter costume. The cordur hats are usually trimmed only with rosette of self-colored ribbon.

Velours hats are found, too; these a a trifle more dressy. The hats of t white silk velours are especially nice f dressy occasions.

NEW MUFFS

Muffs, flat and enormous, are seldo entirely of one kind of material. The are ever so many delightful combin tions, says the Indianapolis News. Pe haps one of the most somber of the was made of shaggy black plush a white silk, heavily shrouded with bla chiffon. Broad bands of the plush ma the outer ends; the silk and chiffo winding round the center, draped ther selves all over the front in an imme Geisha bow, with tasseled ends hang

PAPER PATTERNS

When cutting garments by paper pa terns, much time can be saved in mar ing perforations for tucks, etc., by pu ting carbon paper under the top pie of goods and marking two pieces the same time.—The Modern Priscilla.

MENU FOR THE NATIONAL FEAST

Fannie Merritt Farmer tells how to prepare the dishes

HERE is a Thanksgiving dinner especially arranged for those who wish to economize, and at the same time serve a tempting meal, writes Fannie Merritt Farmer in the Modern Priscilla:

Savory Potatoes—To two cups hot riced potatoes add three tablespoons butter, one and one half teaspoons salt, and cream to moisten. Then add one tablespoon chopped watercress and one teaspoon chopped mint.

Kernels of Pork—Cut lean meat from a spareribd of pork. Cut in three fourths inch slices, sprinkle with salt and cook in a hot frying pan rubbed over with some of the fat. Remove to a hot platter and surround with nests made from savory potatoes and fill nests with creamed silver skins. Garnish with parsley.

Spiced Cranberry Jelly—Pick over and wash one quart cranberries. Add one quart boiling water, bring to the boiling point, and let simmer until cranberries are soft. Rub through a sieve and add two cups hot sugar, three-inch piece stick cinnamon, 24 cloves, six allspice berries and one third cup water. Again bring to the boiling point and let simmer 15 minutes. Skim, add a few grains salt, turn into mold and chill.

Bisque of Clams—Wash two dozen soft shelled clams, put in a kettle. Add one fourth cup cold water, cover and let steam until shells open. Remove clams from shells, chop and add to the liquor; then add one small sliced onion, two cloves, sprig of parsley and blade of mace. Bring to the boiling point and let simmer one half hour. Scald one quart milk and thicken with two tablespoons cornstarch diluted with two tablespoons cold water. Cook in double boiler 10 minutes, and add clam water, strained through a double thickness of cheesecloth. Season with salt and serve in bullion cups with whipped cream. Serve with crisp crackers.

Creamed Silver Skins—Peel three cups small silver-skinned onions and cook in boiling salted water 15 minutes. Drain, add one cup cream, and cook in double boiler until soft. Add one-half teaspoon salt the last 10 minutes of the cooking.

Turnip Cones—Pare turnips and cut in cone shapes, using a French vegetable cutter; there should be three cupfuls. Cook in boiling salted water until nearly soft. Drain, put in a casserole dish and add one and one half teaspoons salt, one and one half teaspoons sugar, one fourth cup butter, and two teaspoons boiling water. Cover and cook until turnips are soft. If a French vegetable cutter is not at hand, turnips may be cut in three fourths inch cubes.

Pear Salad—Wash, pare and cut pears in eighths lengthwise; then remove seeds. Arrange on bed of crisp lettuce leaves, pour over a French dressing, and garnish with ribbons cut from canned red pepper. For the dressing: Mix one half teaspoon salt, one fourth teaspoon pepper, one eighth teaspoon paprika, two tablespoons vinegar and four tablespoons olive oil. Stir until thoroughly blended. Lovers of oil prefer five tablespoons in place of four, when a bit more salt is necessary.

Squash Pie—Steam squash until soft, and force through a sieve; there should be one and one fourth cups. Mix one fourth cup sugar, one third teaspoon cinnamon and one half teaspoon salt, and add to squash; then add one egg slightly beaten, and gradually seven eighths cup milk. Line a pie-plate with paste and build up a rim, then flute. Turn in the mixture and bind rim with a strip of cloth one inch wide. Bake in a quick oven at first to set rim, and decrease the heat afterward, for milk and egg in combination should always be cooked at a low temperature.

SHOES OF FABRIC

So many of the new high shoes are of fabric rather than leather, that a word of advice concerning them is seasonable, says the Indianapolis News. The great objection which so many find to cloth or satin or even suede top shoes is that they wrinkle about the ankles after a short period of wear, thus spoiling the shoes, as far as neatness or beauty is concerned. But this wrinkleness is due to careless habits of buttoning the shoe almost entirely. A button shoe should never be buttoned single handed. The button should be brought close to the hole with the hook, then the other hand used to bring them together before the hook is turned, thus relieving the strain on the cloth. Otherwise each buttonhole is pried over the button, stretching the material and tearing the hole.

COMFORT SHIELDS

The end of the comfort nearest the head generally soils first. To protect it cover the edge with muslin, although calico or gingham will do as well, says the Washington Herald. Take a piece of goods 14 inches wide, double and fold over one end of comfort so it will be seven inches on each side. Turn edges neatly and tack on the comfort. By keeping this end at the head and it being taken off when soiled, washed, and again tacked on, it is a great saving of the comfort.

Keep Warm



Read What The Christian Science Monitor Said of Our Heater in Their Issue of Dec. 3, 1910

A comfortable and convenient thing in any house, no matter how good the other arrangements for heating, is the Kost heater, which can be applied to any gas jet. It is so constructed that it will warm a large room in a few minutes, even in the coldest weather, throwing the heat all the way down to the floor. The expense is from ⅛ to ½ a cent an hour, according to the price of gas. It is odorless, whether used with artificial or with natural gas, is indorsed by the board of education of Chicago, and is used in the public schools of that city.

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823 WEST WASHINGTON BLVD.

Live Agents Wanted Everywhere. Write for Particulars.

GIRL MAY INCREASE PIN MONEY

Both by saving and by industry

MANY a girl seeks a way to increase her pin money, but seldom does she stop to consider how materially she might increase her income by practising the small economies which she can easily do with a little self-denial.

There are many things which she can do at home, for herself, instead of having them done for her, which, though they call for ingenuity and some competency, will pay her in the long run. Making her own blouses and shirtwaists and underwear is a great saving, and to learn to select simple models is desirable. It is wonderful how it trains the eye and stimulates the powers to put together and decorate a blouse!

She can make her own neckwear instead of paying the fancy prices for each lovely novelty as it appears, and, with practise, things that seem to be an impossibility soon develop into realities. She should not be discouraged if at first her attempts appear "home-made." In time she will develop the proper touch that makes the accessories of a toilet.

Some girls have a latent talent for trimming hats, which lies entirely undiscovered until they try to see what they can do to freshen up a bonnet. Then a new accomplishment blossoms into view.

Another device to practise for economy's sake is the regular supervision of one's clothes—"a stitch in time" is an old maxim that cannot become threadbare. Sometimes immediate attention will protect a garment and give it endurance for many more months' wear. Stockings and gloves, especially, need the greatest care, for there is nothing which so mars the smartness of the appearance as lack of a button, or a dropped stitch.—Chicago Inter Ocean.

PRESIDENTS' WIVES GALLERY

Collection of portraits in the White House

CALLED by courtesy an art gallery, it is really only a corridor down in the basement of the executive mansion, at Washington, D. C., and one can scarcely imagine a first lady of the land feeling overcome with honor at having a replica of herself placed among its portrait treasures.

Yet it will prove to future generations of sightseers that some individual or organization thought enough of her to have her likeness painted. For only pictures of the wives of the chief executives which have been presented to the government are added to this underground collection.

One of the most admired of all those who have graced the White House is lacking from the double "line" of oils and water colors. This is Mrs. Grover Cleveland. She is not alone in her absence, however, since only a comparative few of the presidents' wives are represented. Among them, reading from today on back to times when the White House was only half its present size and an art gallery a mere hope of the future, is one of Mrs. Taft. It was painted at the summer place at Beverly by a Swedish artist noted for his excellent outdoor effects in portraiture and shows the present first lady seated in the White House grounds with just a bit of the official residence visible.

Mrs. Theodore Roosevelt, done in oil by a famous French painter whose daring blending of impressionistic colorings have made him much talked about, is depicted on the line as also seated in the White House grounds.

The portrait of Mrs. Benjamin Harrison was the work of the artist Huntingdon and possesses a majesty of mien like that in the picture of Martha Washington which hangs in solitary grandeur in the red parlor—solitary as regards her followers as mistresses of the White House. This work of art was presented during the Harrison administration by the Daughters of the Revolution, to which Mrs. Harrison belonged. In nearly every other instance, too, the organizations have been actuated by some personal motive in addition to the general one of patriotism.

The portrait of Mrs. Hayes was given by the Woman's Christian Temperan Union. Undoubtedly the union admire Mrs. Hayes, for she was a very fi woman, but the expense of the pictu was borne by it because this lady rigid opposed the use of intoxicants.

Another who is given a position prominence in the gallery is Mrs. Jam K. Polk, whose convictions were of stern a nature that, although a daught of the South, she prohibited dancing whi principal hostess of the nation. Durin the administration of President Arth the ladies of Tennessee, Polk's state, ga this portrait to the government as token of their appreciation of his service

With the exception of the splendid po trait of Martha Washington—whose pre ervation, as well as that of the one Stuart representing the Father of H Country, is due to the fearlessness Dolly Madison, who rescued and save them when the British attacked the tow —the oldest portrait is that of Mrs. A gelica Singleton van Buren, wife of Pre ident van Buren's oldest son and mistre of the White House during her father-i law's regime.

Mrs. Julia Gardner Tyler, second wi of President Tyler, is kept in memory b an old-fashioned oil painting showing h in the full glory of evening dress as was preferred in her time.

GOOD MERINGUE

If you want a meringue which wi almost equal whipped cream, says th National Magazine, add about on fourth of a teaspoon of cream of tar tar and one full tablespoon of sugar t the white of one egg, after whippin awhile, then whip again until creamy Flavor, then color with fruit coloring desired; do not cook. It is excellent fo any kind of pudding or pie.

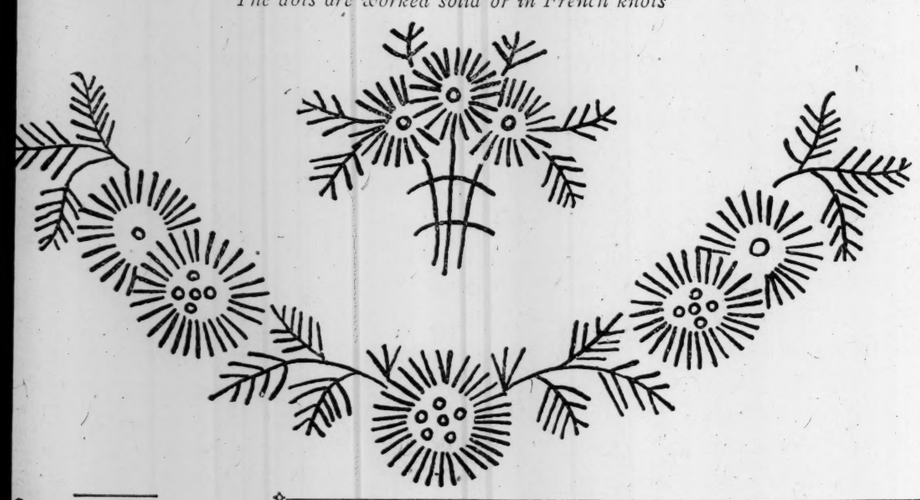
SLIP-ON NEGLIGEE

The slip-on negligee has a few button on each shoulder seam, a yoke-like t of rich embroidery at the front, and dee bands of the same on sleeves and at it hem, says an exchange. A silk corde liere confines it at the waist line.

E HOUSEHOLD

OUSAND-FLOWER SPRAY FOR CENTERPIECE

The dots are worked solid or in French knots



pray will make a charming dec- **tion** for a centerpiece. The dots **rked** solid or in French knots, and **ves** and flowers have each line in one straight stitch. Pink, blue, red, yellow, green and purple mercerized cotton No. 14 should be used.

Directions for transferring—In taking off the pattern lay a piece of impression paper upon the material, place the newspaper pattern over this, and with a hard, sharp pencil draw firmly over each line. If the material is sheer, it may be laid over the pattern and drawn off with pencil, as the design will show through.

HESTNUT DISHES INVITING

Nuts good alone or in combinations

RE is no reason why nuts should be employed for culinary purgreat deal more frequently than the case, says the Chicago Inter They not only lend an exceedacceptable variety to the everyl of fare, but they are also rich triment, and may thus often take the place of meats. During nter season the chestnut in paroffers itself as specially desirIt may be used in conjunction ther ingredients in the manufacmany dishes, both sweet and or it may be served by itself ous ways—as a vegetable, a puree, stewed in syrup or with rice.

nut Soup—Roast 45 large chestWhile they are baking scrape ce one carrot, chop finely two chop one stalk of celery, and put nto a saucepan with one heaping oonful of butter and fry them ely browned. Pour into a saucecupfuls of stock, add three cloves mmer all together for one hour. the chestnuts are cooked remove ter and inner skins, cut all into ucepan but two dozen, and conimmering for 40 minutes. Then, removed the cloves, take out the nuts, strain the soup, rub all the ortion through a sieve into the mix well, reheat, put the whole nto a hot tureen and pour the er them and serve.

with Chestnuts—Procure a nice ece of beef, not more than three in weight, and simmer it very but steadily, with one cupful of water or weak stock, a dust of grated nutmeg, and pepper and salt (preferably celery salt) to taste, in a closely covered pan for two hours.

Roast and skin 1½ pounds of chestnuts; when the meat has been cooking rather over one hour, put in the nuts, cover as before, and finish cooking. Arrange the beef on a well heated dish, lift the chestnuts carefully without breaking them, and place them around it, then, having thickened the liquor, pour it over all, and serve.

Chestnut Fritters—Roast and skin two dozen fine chestnuts, pound them to a smooth paste, add two tablespoonfuls of rice flour, one tablespoonful of sugar and two teaspoonfuls of lemon juice. Separate three eggs, whisk the yolks until light and frothing, whip the whites into the chestnut flour, and use a little thick cream to moisten. Take up the mixture between two spoons, previously well heated in boiling water and fry in smoking hot fat. Drain on white paper and send to table arranged in a pile, sprinkled thickly with sugar, on a well heated dish.

Chestnut fritters, made from whole nuts, roasted, seasoned lightly with salt, dipped in good frying batter, sweetened and flavored with vanilla extract, also constitute a delicious dish.

For the batter beat up one egg, add half a cupful of milk, a pinch of salt, one tablespoonful of olive oil and sift in one cupful of flour. Mix till smooth and glossy. Allow to stand in a cool place for one hour, then add one teaspoonful of baking powder, and use.

ARTMENTS AT LOW PRICES

One phase of the housing problem solved

TH all the philanthropic activities of the day, it is strange that a number of men and women do not more interest to the housing ns that confront the people of reastes but moderate means, particuhe woman who has to work for a salary—the teacher, the librarian, great army of women workers education and tastes combine to refined surroundings a necessity, o, in the majority of cities, are ed to live in uncongenial and fre- poor localities, for the boarding s never found in the better parts city, and its springing up marks adence of a neighborhood.

city of about 350,000 people, one has realized this need and, with ed sum at her disposal, has built aintains an apartment house where women can satisfy the normal for a nice home which is instinc- the hearts of most women.

house, located in one of the best ce parts of the city, is a boon to aving the good fortune to occupy the large number who are con- asking for any vacancy that may proves the great need for this class rtments.

s building the fact that it was to or a very modest sum had to be ered; practically only a sufficient t on the investment is received to e necessary expenses of mainteand allow for the depreciation every property owner has to upon.

building is wood, three stories in and contains 12 apartments, all same size. Each apartment has a m, a living room and a kitchen, also serves as the dining room. these and ample closet room there oilet and lavatory, but the necesconsidering a minimum rent pre- putting in a hot-water supply, gh heat is furnished.

h the experience gained in building ouse, changes could be made which prove more advantageous to the comfort of those renting these little apartments, but in all probability this would mean a necessary increase in rent. It might be considered a question whether this would defeat the object for which they were built or not.

At present half the apartments rent for $10 a month each, the other half being $12, a more attractive outlook and southern exposure being considered in the larger rent. Every room has an outside window, the house standing detached, as are all those about it.

Rents in that locality average $50 or more, which indicates the character of neighboring property, the majority of the people owning their own homes.

This property is in no sense a charity, for it is self-supporting, but in its scope it is charitable, for it fills a need which most communities fail to supply.

CAKE-MAKING HINT

After getting the ingredients together before mixing a cake, warm the bowl by pouring into it boiling water, says the Janesville Gazette. Let stand a few minutes, then pour out and dry. It must be warm enough to soften, but not melt the butter.

CASSIA BUDS

Cassia buds, which are often used to spice pickles, are not really the true cassia, but are the unexpanded flower buds of the cinnamon tree, says the Rural New Yorker. The cinnamon tree belongs to the laurel family, while the true cassia is a legume.

TO SLICE BACON

In slicing bacon always place the rind side down, says an exchange. Do not try to cut through the rind, but when a sufficient number of slices are cut slip the knife under them, keeping it as close as possible to the rind.

FILLED PUMPKINS

Cuts the tops from a number of large pumpkins and scoop out the insides until just thin rinds remain. Line them with paraffin paper and pack dainty luncheons in them, using sandwiches, pickles, salads, nuts, fruit, small cakes and home-made candies.

No two pumpkins contain exactly the same refreshments, and in each is put a little trinket or toy.

Attach tops to the shells by green ribbons run through holes.

These pumpkins may be auctioned off at booths made out of cornstalks and lighted with jack-o'-lanterns.—Woman's Home Companion.

USEFUL COVERS

Squares of hemmed cheesecloth kept in the kitchen or pantry drawer will be found useful to put over bowls or pitchers containing soup, milk, etc., or to throw over a cold roast before putting it away, says the Ladies Home Journal. The cloths should be fastened snugly over the dishes, and a box of rubber bands kept with the pile of cloths will be found more convenient than string for this purpose.

TRIED RECIPES

OYSTER SOUP

PUT one quart of oysters in a colander placed over a bowl, and pour over three fourths cupful of cold water. To liquor drained through colander add oysters which have been picked over and finely chopped; bring to the boiling point and let simmer 20 minutes; then strain through a double thickness of cheesecloth. Melt one third cupful of butter, add one third cupful of flour, and stir until well blended; then pour on gradually, while stirring constantly, oyster liquor. Bring to the boiling point, and add four cupfuls of milk which has been scalded with one slice of onion, one stalk of celery and a sprig of parsley. Season with salt and pepper.

ROAST TURKEY

In choosing the bird one makes no mistake in selecting a cock turkey. They are usually better eating than hen turkeys, unless the hen turkey is young, small and plump. Any good turkey should be plump, have smooth, dark legs, and the cartilage at the end of the breast bone should be soft and pliable. Be sure that the market man draws the tendons, for no turkey is properly roasted if they are left in the legs. They become very tough during the roasting and it is not possible to carve as attractive pieces from the leg. Clean, dress, stuff and truss the turkey (directions can be found in any good cook book). When the turkey is ready for cooking place it on its side on rack in a dripping pan, rub entire surface with salt and spread breast, legs and wings with one third cupful of butter worked until creamy and mixed with one fourth cupful of flour. Dredge bottom of pan with flour, place in a hot oven, and when flour on turkey begins to brown, reduce heat and baste every 12 minutes until turkey is tender. A 10-pound bird requires about three hours for the roasting. For the basting use one half cupful of butter melted in one half cupful of water, and after this is gone baste with fat in pan. Pour a small quantity of boiling water into pan, as needed, to prevent flour from burning. During the cooking, turn turkey frequently, that it may brown evenly. If the turkey browns too quickly, cover with buttered paper to prevent burning.

BROWN GRAVY

After turkey has been removed to serving dish pour off liquid in pan. From the liquid skim off six tablespoonfuls of fat, return to pan and place on range. Stir fat until brown, then add six tablespoonfuls of flour and continue the browning. Pour on gradually, while stirring constantly, three cupfuls of hot stock, bring to the boiling point and let boil five minutes. Season with salt and pepper, and strain. The stock should be obtained by covering the giblets (including the gizzard, heart and liver), neck and tips of wings with cold water, bringing gradually to the boiling point and allowing to simmer until giblets are tender.

LEMON MERINGUE PIE

Beat three eggs slightly and add two thirds cupful of sugar, the grated rind of half a lemon, one fourth cupful of lemon juice and two tablespoonfuls of water. Bake in one crust in a moderate oven, cool slightly, cover with meringue (forced through a pastry bag and tube) and return to oven to bake the meringue—the time required being about eight minutes in a moderate oven. If meringues are removed from the oven before they are done the eggs will liquefy and meringue settle; if cooked too long meringue is tough. For the meringue beat the whites of three eggs until stiff and add gradually while beating constantly four tablespoonfuls of powdered sugar. Cut and fold in 3½ tablespoonfuls of powdered sugar and add one half teaspoonful of lemon extract.—Woman's Home Companion.

HOME HELPS

Sour milk makes the cake light and spongy, while sweet milk makes it cut like pound cake.

• • •

If your rugs curl up at the edges, they can be made to lie flat by dampening the curled edges and pressing them with a hot iron.

• • •

In stitching a hem in a sheet or towel it is much better to turn and stitch back an inch than to tie the thread to fasten it.

• • •

If the hem edge of napkins is thoroughly rubbed between the palms to remove the dressing, the hemming can be done in half the time.

• • •

If an iron teakettle or saucepan boils dry, fill with very hot water; if cold water is poured in the article will most likely split or crack.

• • •

Clean the soiled lace yoke of your frock by rubbing powdered starch into the lace, let it lie some hours, and then brush out. The starch will absorb the grease and dust.—Janesville Gazette.

MOCK MINCE PIES

Mock mince pie meat, from Modern Priscilla: Wipe, core and chop apples; there should be three pints. Wipe green tomatoes and chop. There should be three pints. Mix apples and tomatoes and drain thoroughly; then add four and one half cups brown sugar, one and one half cups vinegar, three cups raisins, seeded and cut in pieces, three teaspoons cinnamon, one teaspoon cloves, one fourth teaspoon each allspice, mace, and pepper and salt to taste. Place on range, bring slowly to the boiling point and let simmer three hours. Add three fourths cup butter and can while still hot.

COVER FOR TURKEY

Covering a turkey with cheesecloth will prevent it from getting scorched or drying too much while roasting, says an exchange. When the fowl is ready for the oven sew it in a piece of cheesecloth and baste it through this covering, only removing the cloth at the time the turkey is ready to be served, when you will find that it has the requisite golden-brown color.

BOIL THE LAMPS

If you use kerosene lamps and would have them burn clear and bright boil the interior parts of the lamp in vinegar and soda at least once in two weeks. —Hartford Courant.



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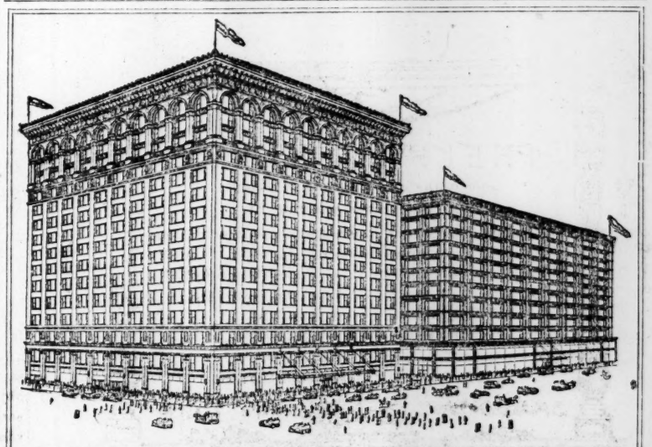
No other country in the world can produce an orange so spicy, so sweet, so juicy, so fragrant, so strength-giving, as Florida—the native home of the orange. No other country can produce such grapefruit—with such texture, such richness, such flavor, and so delightfully toning and pleasing to the system. It is a matter of soil and climate. Florida is the natural home of the citrus fruit—everything there combines to weave goodness and comfort and pleasure into the fruits.

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IN THE HEART OF CHICAGO

(As it will appear when completed in September, 1912.)

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CHICAGO

HARRISON CAKE

Harrison cake is one of the old-fashioned recipes that go back to past generations of American housewives. The recipe is given as follows, says the Rural New Yorker: Four cupfuls of flour, three cupfuls of molasses or half this amount of sugar, one cupful and a half of butter, two cupfuls of milk, four eggs, a teaspoonful of soda and two pounds of raisins. Cream the butter, add the sugar or molasses and then the milk and eggs beaten together. Stir this mixture into flour and soda, which should be sifted together several times. Add the fruit after sprinkling it with a little flour. Bake the cake in a slow oven for four hours.

IN PLACE OF WAX

Most of us can remember the fascinating lump of wax which was always to be found at the bottom of our grandmothers' work baskets, and still use wax to prevent a long thread from twisting into knots, but wax sometimes discolors the thread slightly, and is not always desirable on that account, says the Washington Herald. For either silk or cotton thread you can use, in the same way as the wax, a small piece of pure white soap that is perfectly dry. This makes the thread slip through the material very easily and prevents twisted knots.

PIPES KEPT CLEAR

Keep a large strainer over the drainage pipe in your sink all the time. Always pour waste water, dishwater, etc., into this strainer. This leaves the sink free from all trash, says the Washington Herald. Empty the contents of the strainer into the garbage can. This device is especially convenient after washing vegetables, as the strainer catches the refuse and keeps the drain from clogging, thus possibly saving a plumber's bill.

FOLD ON MACHINE

Garments to be tucked by hand should be folded by machine, says the Montreal Star. Adjust the tucker to the right size, and then adjust the stitch. Remove the thread from the needle and tuck just as if the thread were there. Then in your hand sewing you can follow the line of the needle pricks. Table linen can be marked in the same way, to be hemmed by hand.

COTTON FILLING

An easy way to embroider a marquisette waist is to fill in the design with a darning stitch done in very heavy cotton. The darning should be woven in two directions so as to form squares. Ribbon designs are especially effective embroidered in this way.—New York Press.

PICTURE HATS

Large picture hats of black velvet piped on the edge of the brim with a fold of white satin are rather new. Ornament with a big, flat white flower where the brim rolls up or is indented and you will have a smart-looking hat. —Hartford Courant.

SILK STOCKINGS

Everybody likes to own silk stockings, but it doesn't pay to treasure them for very long, says an exchange, because, lying unused, they will rot from the dye and go to pieces when you try to wear them.

GREASE REMOVED

If the children get the black grease from trolley cars or elsewhere on their clothes, says an exchange, it can be removed by first wetting the spot with cold water and rubbing on lard, then washing with warm water and soap.

FASHIONS AND

GRACEFUL GOWN OF SILK SERGE

Trimmed with velours cloth and braided with soutache



SILK serge makes some of the handsomest gowns of the season and this one is trimmed with velours cloth braided with soutache, while the chemisette and undersleeves are of lace. Cloth as trimming for silk makes one of the novelties of the season and this gown is as smart as it is graceful. The surplice effect in the blouse is much liked.

The skirt with a separate train is a feature. This train can be made either square or pointed at the lower edge. As will be noted, it is left plain, while the round skirt only is trimmed.

Finished in this manner, the gown is adapted to afternoon wear, but it can be made with square neck and become available for dinner and occasions of the kind, and again the sleeves can be made in full length.

Bands on the blouse are exceedingly attractive, and they suit the combination of materials peculiarly well, but collars also are much liked and the treatment shown in the small view can be substituted.

The skirt is circular. It falls in pretty graceful lines and can be finished with either a high or natural waist line.

The list of available materials for such a model is a long one. Silks and satins are, however, being extensively used and they take a great many different forms. Double faced silk serge is one of the novelties and can be treated just as in this case with reverse side used for the trimming. Chiffon velvet and poplin are favorites with trimming of contrasting material, or bands of fur and the new diagonal velveteen is worthy of mention.

For the medium size, the blouse will require 3⅛ yards of material 27, 2¼ yards 36, 1⅞ yards 44 inches wide with ¼ yard of broadcloth and 1⅛ yards of all-over lace; for the skirt will be needed 6¼ yards 27 or 36, 4¼ yards 44 inches wide with ¾ yard of broadcloth.

The pattern of the waist, No. 6856, is cut in sizes 34 to 42 bust, of the skirt, No. 7083, in sizes 22 to 32 waist. The braiding design, No. 547, includes four yards. They can be had at any May Manton agency, or will be sent by mail. Address 132 East 23d street, New York, or Masonic Temple, Chicago.

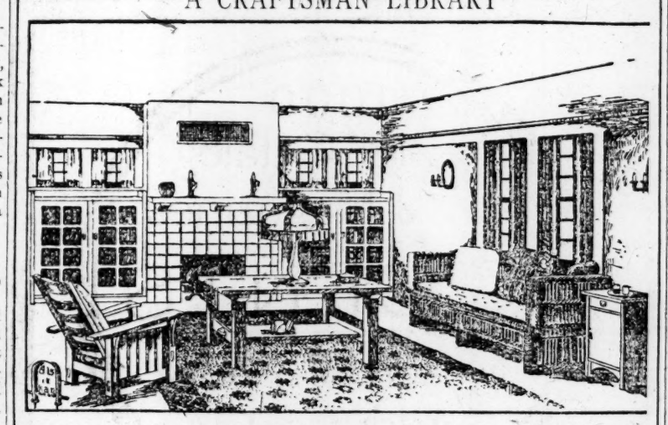
SMALLER LOAVES

Bake brown bread in three one-pound baking powder cans, instead of in one large loaf. It takes less time to steam it, and the uncut loaves keep fresh a long time.—Racine Journal.

IN DINING ROOM

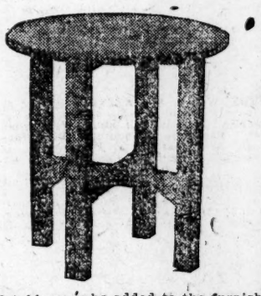
It is customary to use the top of the buffet principally for silver, such as the tea service, bonbon dishes, candlesticks, etc., that you use on the table; also some selected pieces of glass or china, as, for instance, a fruit dish, which, when filled with fruit, will add largely to the attractive appearance of your buffet, says the Ladies Home Journal. The serving table is distinctly for use at meal times, and therefore should not be covered with china, glass or silver beyond what is needed for serving the meal. If you have room, however, the finger bowls may stand on it, and between meals a water pitcher and glasses on a tray.

A CRAFTSMAN LIBRARY



A very great point to be considered in furnishing the library with Craftsman furniture is its durability and the fact that it becomes more beautiful as the years go by; the tones grow more mellow and the affection of the owner for the room increases with the age of the furniture.

The library which is shown in this illustration is carried out in brown and blue colors, with copper tones here and there. On the floor is an India drugget, Nile design (9x12, $57), with a natural-toned background and design carried out in soft tones of copperish browns and dull blue. The settle ($68) is of Craftsman wickerwork toned a soft green and finished with a delicate green Pompeiian cloth. All the furniture, including the bookcases ($41), is stained a soft brown. The smoker's cabinet ($12) and the bookcases have copper handles. The long table ($35) is excellent for reading. A round table may be added to the furnishings if desired. The cost for one with a top 24 inches diameter is $6.25; 38 inches, $13.00; 44 inches, $18.00; or 50 inches, $23.50. The Morris chair ($37) has spring-seat cushion, with loose cushion in the back of soft brown leather, and is shown in greater detail in a separate illustration. On the table is a Craftsman lamp of hammered copper with panels and dome of hammered amber glass. To supplement this, light copper sconces ($5 each) are hung on the side walls either side of the windows.





The embroidered pillows ($5 each) on the willow couch are of the Orange Tree design on a green Craftsman canvas with russet bloom linen for applique and golden brown floss for working. At the windows curtains of copper colored linsell are used with a rose design of russet bloom linen ($10 a pair). The embroidery is in shades of gray-green and copper color with a touch of black in the center. Of course, the materials for these window curtains can be purchased by the yard and made up very economically.

You are cordially invited to visit our showrooms and see how the Craftsman ideas are carried out. This complete library will make a prized Christmas gift; or individual pieces may be selected for use in rooms now furnished. Craftsman furniture adds dignity to any room.

Orders for articles designed for Christmas bestowal should be sent in as promptly as possible. Ten days is required to secure shipment from the factory.

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OF BOSTON
470 BOYLSTON STREET
C. BRYANT, Manager

HALL INDEX TO THE HOUSE

Fittings which will be found convenient

THE individuality of the homemaker should be manifested in the hall as well as in the various rooms of a house, says a writer in the Chicago Inter Ocean. A hall should have every possible convenience for the laying aside of hats and wraps. Usually there is a cupboard built beneath the stairs, but, where this has not been planned, a chest, with a mirror and hat hangers hung above, should be arranged in an accessible place. Usually there should be some such accommodation for the use of guests in addition to the closets, where the members of the household keep their belongings.

A table, however small, to hold a tray for cards, etc., should also be near at hand. Such little accessories as a pencil and pad for notes, a clothes brush, matches, etc., are added conveniences, if space allows for them. A clock in the hall is also a useful addition. The grandfather clock at the turn of the stair gives a particularly pleasing effect. If there is a window sill, a plant in a simple jardiniere gives a touch of color that adds very much to the general appearance of the hall.

The hall plays an important part in the general color scheme. Not only must its coloring be in harmony with each room that opens into it, but it must bring all the rooms into harmony with one another. The walls should, therefore, be neutral in tone or there should be several colors well combined so that no one color will be too dominant and destroy the feeling of color unity, which the house as a whole should express.

The most practical treatment for the floors of a hall is hardwood flooring with durable rugs. However, carpets still have many devotees. These are more in favor now than they were before the vacuum cleaners came into such general use and favor. A carpet on the stairs is desirable for the sake of quietude and a well-carpeted stairway and hall is a great comfort. A hall carpet should harmonize with the walls and woodwork and should be dark and have a small inconspicuous design that will not show footmarks too readily.

The hall curtains should almost invariably be transparent, so as to keep out as little light as possible. Simple net curtains are suitable, but elaborate lace curtains are out of place.

As there are many kinds of halls and different conditions governing each, it is impossible to lay down hard and fast rules about this part of the house. However, the homemaker will do well to remember that the hall is indeed the index to the house. It should invite the visitor to enter and then hint at beauty and comfort in the heart of the home. As a hall, however, it must not fail in its usefulness. Advantage should be taken of every opportunity to make convenient and enjoyable the going out and the coming in of the home dwellers.

WORKBAG AS AN ORNAMENT

If of silk, it should be lined with linen

FOR simplicity and usefulness there is no small work bag to equal one that is best made of figured raw silk, flowered chintz, printed cretonne, denim or an ornamental substantial material, according to a New York Herald writer. The fabric should be fully a yard wide, as that is the diameter of the circular piece which forms the foundation of the bag. This circle is firmly bound about its edge with colored braid or stout grosgrain ribbon of sufficient width to prevent all danger of the material fraying away if any article of considerable weight is placed in the receptacle.

A second circle of the same diameter as the first one, but with 16 inches of its center cut away, must have its inner and outer edges bound to match the foundation, after which the two sections are placed together evenly so that the outer edges and the reverse sides match. The inner edge of the cut-out circular piece is then stitched to the uncut circle, and from this stitching eight seams are run to the outer edge, so that when four half-yard strips of braid or ribbon have been attached to the edge of the foundation circle, at equal distances from each other, and drawn together under a single bow, the flat article becomes a round bag bordered on its inner side with eight small pockets or compartments for holding reels of thread, balls of cotton, skeins of embroidery silk and the smaller sewing utensils, while the center of the bag holds the larger articles.

This bag when suspended from a hook makes an attractive ornament for a living room, and because it may be rendered perfectly flat by simply untying the four strings composing the handle or suspenders it is easily packed. As such a work bag gets constant handling and is exposed more or less to the dust, it is best to make it of a launderable material, and if made of silk it should be lined with substantial linen, as otherwise the weight of whatever is put into it or into one of its eight small pockets will soon tear the fabric.

WAY OF PAPER BAG COOKING

General directions as given by M. Soyer

SELECT a bag that fits the food to be cooked. Grease bag well on inside, except in case of vegetables or when water is to be added. When food is seasoned and otherwise prepared, place in bag, fold mouth of bag two or three times, and fasten with a wire paper clip. Also fold and clip corners of bag to make it fit food snugly. If bag leaks in cooking, do not transfer food to a new bag. Simply put the bag within another.

Place bag in oven (gas, coal or oil) on grid shelves or wire broilers, never on solid shelves. Place seam side up always. Do not move or open bags when once placed for cooking. Put roasts and entrees on lower shelf, fish on the middle, pastry, etc., on the top, where heat is most intense.

Have oven hot (200 degrees Fahrenheit) by lighting the gas eight minutes before putting in bag, then slack heat one third to one half as soon as the bag corners turn brown. Do not let bag touch sides of oven or the gas flames. Adhere to time given in recipes, then food will be well cooked.

Take up bag by slipping the lid of a tin pot underneath it. To secure gravy, let out water, etc., stick a pin hole in bottom of bag, and drain over a dish.

Except in case of pies, no dish should be used in paper-bag cooking.—Pittsburgh Gazette-Times.

FRUIT SACHET

Something new in the way of sachet bags has been invented by a clever young woman with an eye for the artistic even in little things, according to the New York Press. Instead of the little flat sachet pads one usually sees, she makes them to resemble different small fruits.

Small pieces of purple, green and white silk are filled with sweet-smelling spices and sachet powder, with an outer covering of cotton directly under the silk that is tinted by hand in the natural color of grapes. They are then arranged in small clusters and fastened to a broad green grape leaf with fine tendrils made of green silk-covered wire. The effect is quite natural and very pretty. Small apples of satin and peaches of tinted velvet are easy to make; strawberries and plums are dainty.

BEADED FRAMES

Among the decorative articles made of beads, and one you can make yourself as a holiday gift, none is prettier than the beaded frames, says the Philadelphia North American.

These are made on a groundwork of net. The beads are sewed on in any pretty design you may fancy, are lined with a bright-colored satin and mounted on square, oblong or oval frames.

An attractive square frame is made on silver net, with a border of tiny opal beads showing a vine design running through it.

A conventional fleur-de-lis in silver and bottle-green beads decorates each corner. The whole is mounted over green satin.

THE HOUSEHOLD

IF EVER MEN KEPT HOUSE

Things would be different in many respects

IF man kept house what would the home be like? Every good housewife asks herself this question on surveying a room in which a man has worked his untidy will for half a day. Cushions are on the floor, rugs are kicked up at the corners, and the hearth is littered with crumpled paper.

But this is really no evidence that men necessarily would be unable to keep a house in order, provided the house were of their own arranging, says the Washington Herald. Because a man works havoc in a woman's room is no reason to conclude that he would also chase order from one of his own.

There are so many things that a man would not do if he were housekeeper, and so many more things that he would not have, and the woman struggling to keep down her household labors would do well to consider some of them.

He would, for instance, keep things in their places by the simple expedient of leaving them wherever they were to be used. If the cushions were required on the floor, as they mostly are, on the floor he would leave them, and the sight of them there would give him no irritating sense of everything being out of order, as it does to a woman. Her almost invariable habit is to keep her cushions on her choicest chairs and sofas, where there is no need of them.

Washing is another matter which would be seriously overhauled if men had to do it with only the simple machinery of the middle-class home to help them. Certainly they would abolish much of the frills and starching which women encourage.

Children's garments would probably be fewer and of some material—such as cotton crepe—which could simply be washed out and dried without any finishing processes. White clothes, with their demands for boiling and bleaching, would probably be banished forever.

Women are forever saving. Even the woman who dresses extravagantly in most cases saves the wherewithal from some other department of expenditure, and often she gives too freely of her time and labor, underestimating their value according to a man's standard.

It is safe to argue that if men took up the indoor management of the home every family in the country would come down a few degrees in the social scale—at least, so far as little ceremonious observances and surroundings went. For no man would find sufficient compensation for his lack of leisure and the rigid watching of expenditures in the knowledge that he was living in a better style than his income would comfortably allow.

PRETTY PILLOW COVERS

Two colors of same fabric and other combinations

DAINTY pillow covers are made with two colors of the same fabric. Thus a background of linen or pale tint and soft loose weave has a center of another color, cut circular or diamond shape. On a 22-inch pillow of pale green linen baste a circular center 19 inches in diameter of a deeper green. Stitch the edge flat by machine and stamp around it a wreath of white daisies with part of the flowers pointing in, the rest toward the pillow edge. Work the petals in white, the centers in pale yellow French knots, and the foliage and stems in gray greens. Use outline stitch for stems and the leaves may be outlined and seeded, the petals being done in an over-and-over stitch.

Another similar pillow can have a circle of pink linen on a pale gray background surrounded by a wreath of pink wild roses and foliage in natural colors.

A more conventional design can have a diamond-shaped center of violet linen on a string-colored background, with conventionalized iris extending into each corner. These can be in violet and yellow tones, the shading copied from designs in floral catalogues.

The edges of the center not covered by the design should be worked in a shadow buttonhole or over-and-over stitch in white or the tone of the center.

All white pillows are effective and cool, and good-looking cases can be made from dotted Swiss or figured muslin. These may be made plain, with a double hem extending beyond the edge of the pillow several inches, or the outer edge of the squares or oblong can be finished with heavy cotton lace insertion. Stylish designs that look comparatively fine can be found on remnant counters. A monogram worked in center, done in satin stitch padded or in double chain stitch or cross stitch, makes such a pillow more distinctive, says the New York Times.

A quickly worked cover is made from white dotted muslin with coin dots widely scattered. Rays from each dot are worked in chain stitch in blue, pink or green. The center may be outlined or lightly darned with a deeper tone than the rays. The edge is finished with a cotton cord in white or the color used in the rays.

Gray pillows with conventionalized scattered figures worked in white, with a black outline, are stylish, and if a quick filling stitch is used need very little work.

Oblong pillows usually have the decoration in the form of bands a few inches in from each end. These may be worked directly on the pillow on both sides, or can be applied on embroidered bands. A quick effect is had by using some of the colored insertions in old blues, pink or green. Another good-looking band is of loose canvas weave with a conventional cross-stitch design.

A pretty cover is of natural-toned pongee with bands of pink rajah embroidered in pale blue bowknots and ribbon caught with bunches of pink and white sweet peas.

PINCUSHION IN EVERY ROOM

Now on a table and now hung up

A PINCUSHION in every room, was one of the rules recently given by a well-known novelist, who was describing the ideal house, says the Pittsburgh Sun. We all use pincushions every day, yet we allow them to be shabby and undistinguished or overelaborate.

The pincushion that hangs up must be separated by a sharp line from those that are designed to repose on the dressing table, to rest in the sewing basket or to be a part of the "bachelor's friend." Again, almost all household utensils, birds, butterflies, fish and leaves have been represented by the pincushion caterer, without omitting the gallery of national costumes composed of native dolls dressed from original sketches and keeping company with a legion of fanciful conceits bought in toy shops.

Suspended from a brown twig is a luscious-looking ripe pear, with one side rosy with a kiss from the sun. On closer examination you discover this to be a pincushion. The pear is a piece of velvet which has been closely stretched about a sawdust foundation and then tinted with carmine on one side. The stem and twig from which it hangs are but small pieces of heavy wire, wrapped first with cotton and then with brown raffia or wood fiber.

Odd little baskets have sawdust-filled cushions with coverings of bright silks, satins, ribbons or lace. The handles are ribbon trimmed, or are done away with altogether, if the cushion is to be set upon a stand.

A volume could be written upon the various styles and ways to make novel cushion covers, but it must not be forgotten that many people prefer to have their pincushions look like nothing but what they are. For these there are the plain covers of quaintly figured silk or brocade. The long, flat shape buttoned down by tiny silk buttons—like a miniature mattress—is among the best. Another is the tiny copy of the tapestry covered hassock which almost every comfortable room boasts nowadays.

GOOD SUBSTITUTE

In case you haven't any pastry flour on hand, a good substitute can be made by mixing three cups of ordinary bread flour with one cup of cornstarch, says the Atlanta Constitution. This gives the finer texture that comes from using the more starchy pastry flour.

SOUTHERN WOMEN'S EXCHANGE

One at New Orleans in operation thirty years

TO a woman in need of money with a special aptitude for making anything edible, wearable, or ornate for the home, the Christian Woman's Exchange, Camp and South streets, New Orleans devotes its services. For over 30 years it has acted as a medium for the sale of articles made by women, who through necessity or inclination, are compelled to remain in their own homes and yet carry on their bread-winning far from the big marts of trade.

Mrs. T. C. Richardson, the noted New Orleans philanthropist who has given so lavishly to education and charity, was president for two years. The present president of the exchange is Mrs. W. W. Carre, a prominent business and society woman of New Orleans.

The exchange does a large business in catering, saws a writer in the Modern Priscilla. The members of the board meet once a month and on every Friday committee meetings are held to pass upon the work submitted, for no consignment is accepted that does not meet the approbation of the committee in charge.

"What sort of articles sell most readily?" "Why," replies Miss Stockhouse, the manager of the sales department, "we sell all sorts of articles, such as hand embroidery, lace, crochet work, fancy articles, woven rugs, Indian baskets, baby layettes, rag dolls, white and black; cakes and candies, preserves, jellies, etc. The exchange charges 10 per cent on every article sold. The balance goes to the consignor. The affairs of the exchange are run by a board of directors consisting of 32 members, who pay annual dues of $5 each. These dues entitle each member to three tickets, which in turn may be given to any worthy working woman, who is thereby entitled to enter her work during the year.

"All work must be entered on a ticket. It must be examined and approved before being entered, and a member of the examining committee of the board comes to the exchange each day for that purpose. Those women who do not know any of the subscribers and who desire to enter their work may purchase their own tickets for $2 annually. The bookkeeper as a rule has free tickets left in her charge by subscribers, in the hope of helping those who may feel unable to buy tickets. The 10 per cent used goes only a small way in helping to support the particular department to which the consignor sends her work. The exchange is maintained principally through subscriptions and dues of the members of the association and the legacies left from time to time. It is not a money-making scheme in any sense of the word, save for its consignors.

"And the best seller? Why I think the turkey-tail fans sell more readily than any other article we have. They are quaint and attractive and are bought up readily both by our people and by visitors from the North and East. The goose-tail fans are smaller than the turkey-tail ones and, of course, are of spotless white. The fans sell from $1.50 to $2.

"In the table department there has never been a better seller than the 'Richardson cake,' made from a recipe brought from the North."

USE BUTTERMILK

Buttermilk is the best thing to clean linoleum and oilcloth, says the Chicago Inter Ocean. Just mop it up with a soft cloth and see the dirt taken off by the application. Milk well rubbed into the wood makes a good furniture polish also, keeping the shiny surface in good condition.

WORTH WRITES ON NEW STYLES

Sketch of the great French home of fashion

WORTH, the younger, of the famous Paris fashion house, writing for the Delineator, says: Our reputation rests now, as it has always done, on the beauty and stateliness of our dresses, the magnificence of our materials and trimmings, and on the fact that we never force a fashion on our customers merely because it is smart, but only if it is smart and becoming. Any competent dressmaker can make a good-looking gown, but to my mind a dress that exploits its maker at the expense of the woman who wears it is a failure. It takes the restraint of an artist to adapt the style to the individual so that it enhances her beauty while remaining subordinate to it.

Our entrance is on a court, though the show-rooms themselves look down on the Rue de la Paix. They are not particularly imposing, except for the wonderful old carved walnut wardrobes—the "Worth Wardrobes." I dare say our fitting rooms, which have been recently done over in soft French colors—rose, gray, green and yellow—would meet your ideas of what a Paris dressmaking establishment should be. But the show rooms thronged with manikins, saleswomen, fitters, ouvrieres and tailors, and under every one's feet and in every one's way the errand girls with their inevitable black pinafores and their inimitable Paris argot, their sharp tongues and sharper elbows, their firm conviction that trains were made to trip on, and their fine disregard of silks and sables, the luckless gamines of today but the successful models and saleswomen of tomorrow—the whole noisy, happy-go-lucky, disorderly crew will shock you a little until you learn that they are as much part and parcel of every great dressmaking house as the dresses and the members of the firm.

But it is the dresses you will come to see, and it is the dresses that you are interested in hearing about, I have no doubt.

For all our afternoon and evening gowns we use very rich, supple materials. Most of the brocades, damasked silks, etc., are designed and manufactured especially for us. They are never duplicated for any other house, and it is impossible to find them elsewhere. We have always made a specialty of our materials, and their excellence has never been disputed. This season we are using more velvets and brocades than chiffons and other transparencies. Everything is rich and heavy, and the materials for our tailored costumes are thick and woolly. We even use plush for suits and dresses and heavy chenille fringe for trimmings.

Most of our evening skirts are long, nearly all of them have trains, and many of the trains are in the long court length. The new evening bodices have square or pointed decolletages, though some are low and straight in the old 1830 style that is held in place with straps over the shoulder, leaving the top of the arm uncovered.

Another of our new evening gowns is made of rose Du Barry crepe de chine with a damask pattern of gold. The crepe is draped over a foundation of white satin veiled with rose-pink chiffon. The bodice has a bolero of leaves and flowers embroidered in diamonds. A line of old-gold lace insertion is used at the hem of the underskirt, while the damask drapery is edged with skunk. At the back of the bodice are tassels of rose diamonds.

For evening cloaks, we make a great many capes draped and manipulated to make the figure look narrow at the bottom. We use velvet or brocade for our wraps and combine them with furs and embroidered silks. One that we designed this winter is made of ermine. It is lined with emerald-green satin and trimmed with black fox and revers of the green satin embroidered in silver. Another of our best evening coats is made of black chiffon velvet with brocade motifs picked out with gold thread. The lining is old-gold satin and the revers are faced with the lining material covered with gold guipure. We have used skunk at the neck and on the cuffs.

Our new colors this year are rather subdued in tone but are warm and rich nevertheless. For evening shades we incline toward old gold, black and cream, and an occasional ecclesiastical purple. So far as the general tendency in style is concerned, we feel that it is somewhat under the influence of the Byzantine and the earlier Egyptian and Assyrian periods. The silhouette has not changed and there seems no inclination on the part of the dressmakers or the public to work away from the straight, slender lines.

FLUTED ROLLERS

There are a number of helps for wash day in the shape of little rollers with fluted surfaces, says the New Haven Journal-Courier. One utility of the kind has a pair of rollers with a handle over the top, and it is used in the bottom of the washtub to take the place of the board and rubbing. Others have fluted rollers to use on the washboard in place of the knuckles. Some of these contrivances are small enough to do service in a bowl when a woman washes small pieces.



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SOLAR SYSTEM HAS TWENTY-FIVE SEPARATE MOONS

There are in all 25 moons besides our queen of night; Mars having two, Jupiter eight, Saturn ten, Uranus four, and Neptune one, says the Philadelphia Public Ledger. Of course, new lunar additions are likely to be discovered at any time, although it is improbable that Mercury and Venus have any satellites or that Mars has more than two.

The two known moons of Mars are, indeed, very minute, neither being over 50 miles in diameter. On the other hand, Jupiter's first four satellites, as well as Ganymede, are each larger than Queen Luna, Ganymede having a diameter of about 3550 miles. Titan, of Saturn, possesses a diameter approximating 3000 miles, while that of Neptune's sole satellite is about 2000 miles.

As respects our own moon, Queen Luna has one-forty-ninth the size and one-eighty-first the weight of our earth. Luna's distance from us varies a good deal, from 221,000 miles to 252,000 miles. Her mean or average distance is about 238,000 miles.

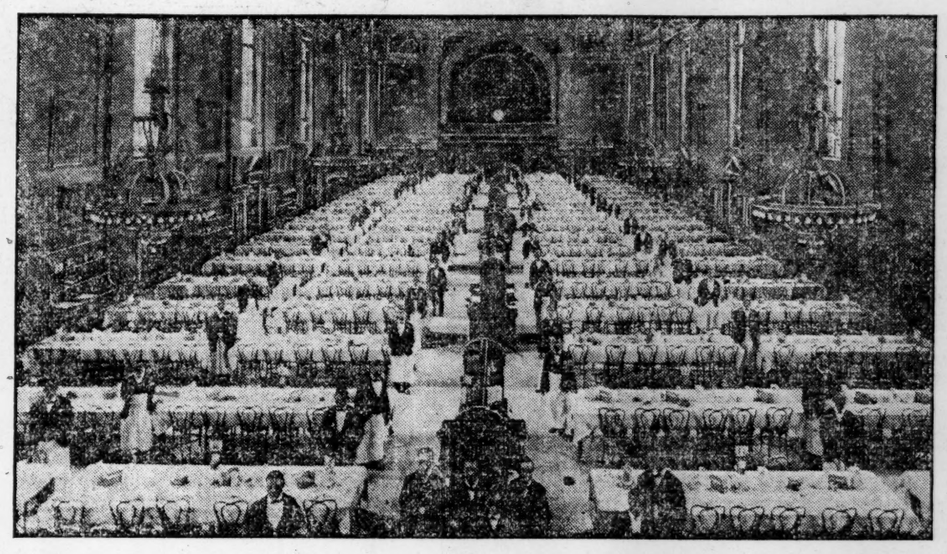
NEW BRAZILIAN RAILWAY TAPS BIG IRON FIELD

One of the interesting features about the Victoria and Diamantina railway in Brazil is that it will enable the exportation of large quantities of iron ore, of which there is an almost unlimited supply between the Candonga Serra (238 miles), and Itabira de Matto Dentro, says a writer in Cassiers Magazine.

The Brazilian estimates speak of billions of tons, and in any case there is certainly an enormous amount of the very highest grade of ore here available. The extent to which Brazil, especially the newer states, offers a field for foreign enterprise, particularly for railway material and the opening up of these large deposits of iron ore should influence the situation very materially, both in the export of the ore and in the development of the iron manufacturing industry in Brazil itself.

The growth of such industries should enable the country gradually to discontinue the importation of locomotives and machinery as well as of structural steel.

YALE BRINGS FAME TO CONNECTICUT



The university dining hall seats 1000 students at a time and requires the services of 100 waiters—One of the places well known to Yale men

College Established in 1701 in Town of Saybrook Today Occupies Extensive Site in Center of New Haven

REMOVAL DEFEATED

NEW HAVEN, Conn. — No institution in Connecticut has done more to spread abroad the name of the Nutmeg state than Yale University, whose students come from every clime and go out each year to every point of the compass.

Yale College was established in 1701 in the town of Saybrook, Conn., and in 1708 was moved to New Haven. The town of New Haven was originally laid out in 12 squares, the central one being reserved for public use; this square soon becoming a park, and now famous the world over as the New Haven "Green."

The site selected for the college was on the square west of the Green, where 1¼ acres were purchased, and on which a building was erected. Upon this site Osborn hall now stands.

At this time it was probably thought that the college had ample room for expansion within the limits of this square. Such was not the case, for in 1870 it first began to reach out beyond this border by erecting buildings upon the square next to the north and this extension has been steadily going on until Yale's present holdings of central property used for educational purposes are now probably equal in extent to about five such squares the size of the one upon which it was originally located. This estimate does not include a tract of 36 acres known as the "Hillhouse" property or "Sachems woods" which Yale has recently acquired.

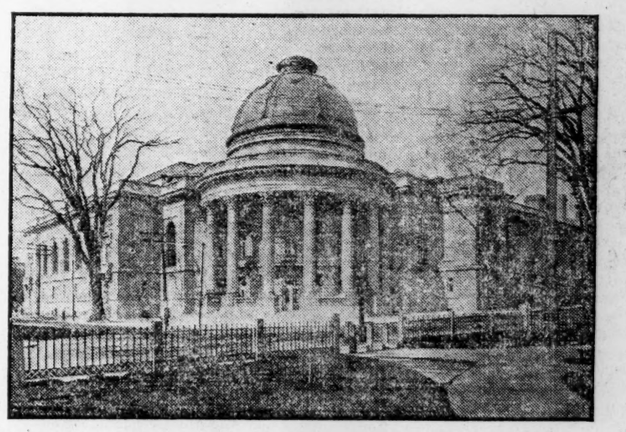
In 1868, just before the expansion period a campaign was carried on for the removal of the university to the heights near the city, but the element in favor of keeping the old site prevailed and the result is the Yale of today.

One of those most active in behalf of the proposed suburban site was Prof. A. M. Wheeler, who retired this year from the history department of the faculty of which he was the first head.

This movement made great progress and an option on 100 acres of land in the Prospect Hill section of the city, now one of the choicest residence districts, was secured and money pledged by the alumni. At the last moment, however, the conservative counsel of the older members of the faculty won the day and the old historic site was retained. There has been so much improvement since those early days, however, that Connecticut hall is the only one of the old buildings marked for preservation.

The departments of the university are academical, divinity, medical, scientific, law, art, musical and forestry.

Comparing Yale University of today with Yale of 100 years ago emphasizes the rapidity with which the interest in higher education has been advancing in America in recent years.



Woolsey hall and exterior of dining hall—The former seats about 2800 and contains a $50,000 organ

OLDEST OF ENGLISH RECORDS ARE FOUND IN DOMESDAY BOOK

Details Inscribed in Registers Made in Time of William the Conqueror Shed Light on Customs and Laws

OBTAINED BY OATH

(Special to the Monitor)

LONDON—Wherever Anglo-Saxon customs, laws, and institutions are observed, traces may be found often very strongly marked of the great inquiry, and subsequent record which has been handed down by history under the name of the "Domesday Book."

"Domesday," an Anglo-Saxon word, meant literally a day of judging, just as "domesmen" in modern English would mean "judges."

With William the Conqueror an entirely new epoch commenced in the evolution of English constitutional matters. Filled with the principles of fuedalism, the Norman ruler sought the readiest means to graft this system on existing Saxon conditions, as he found them in England. To carry this endeavor to a successful issue it seemed essential to possess an accurate and thoroughly exhaustive statement, drawn up in the form of a register, containing every item relating to land and other property, live stock, military service, manual labor, monetary payments due and payments made in kind, as well as the local customs, laws and privileges adhered to throughout the country.

Wales and Scotland, be it remembered, were still independent territory at that time, and the northern counties of Northumberland and Durham were then undefined and natural borderland and were not included in this general register.

In order to obtain the requisite information it became necessary to institute locally a close investigation, or inquest as it was termed, into all claims to ownership of land and the nature and antiquity of each claim, into the quantity, quality and proprietorship of all other property, being somewhat in the nature of a modern assessment for purposes of taxation.

Inquiry had to be made into all military and other service due, all payments and privileges due from one man to another, from the peasant to the overlord, later to be known as the lord of the manor, and from the overlord to the king. Thus were established beyond dispute all definite claims to property, rights and customs. Local laws and duties of all kinds were clearly recorded in a manner which in numberless cases have held good to the present day. Thus a set of precedents was laid down which might serve as a guide in all similar cases. It definitely fixed unwritten law and custom.

The method of obtaining the information accurately was a just one, the details being inquired into in each shire or county court and given by local witnesses on oath. The measure however of the Norman King was not a popular one with the English. "It is shame to tell" wrote a contemporary chronicler, "what he thought it no shame to do. Ox nor cow nor swine was left that was not set down upon his writ."

By the year 1086 A. D., the information had been collected and compiled and the "domesday survey" has remained a state book of reference from that day to this. Extracts, when translated from the Latin of the period in which the register is written, are extremely quaint and give characteristic touches which show the customs of the time and illustrate the exactness and completeness of this old survey or assessment.

From the customs of Lincoln comes the following:

"If anyone for any cause shall have been exiled by the King, and by the Earl, and by the Sheriffs, no one but the King shall be able to grant him reprieve."

Among the customs of Berkshire we read:

"When the tax was paid in the reign of King Edward throughout all Berkshire each hide (every hundred acres of [illegible] three pence and one half penny before Christmas and a like sum at Easter."

"If the King sent a host anywhere one knight served with the army from every five hides (one knight for every 500 acres of tillage land), and for his provision or payment from every hide were give him four shillings for a period of two months."

"When an earl or a knight of the King's tenure delayed to pay the tax (or fine) on inheriting property he had to surrender to the King all his arms, a saddled horse and another as well, without harness. And should he have hounds and falcons they were forfeited to the King if he wished for them."

"Whoso disturbed the public peace by night he paid to the King, and not to the sheriff, a hundred shillings."

"He who remained absent after he had been summoned to erect the royal hunting tent was compelled to pay the King the sum of 50 shillings."

These extracts, merely examples of scores and scores of entries of a similar kind, show the nature of the work. By this means the exchequer possessed a record on the lines of which subsequent levies of all kinds could be raised with accuracy, a record that could be readily referred to in all questions of precedence, of local custom and early laws, of proprietorship, of tenure, of military service and all other matters of government.

William's immediate object was to establish incontrovertibly the fact that all claims to land tenure were primarily from the King, and this being achieved and registered officially a firmer base was formed on which to build up feudalism. But its effect was more far-reaching than that immediate object. It became a complete inventory and book of reference. For historical research it has obviously been of immense assistance. The information it contained may not at all times have been used greatly for the advantage of the people, but it is certainly a great work that has played a very important part in the evolution of Anglo-Saxon customs.

WOMEN WORKERS INCREASE

The percentage of women breadwinners in the United States has increased 4.1, while the percentage of men has increased only 1.3. In Pennsylvania they have increased their percentage 4.5, while the men have increased only 3.1.

ROMANCE TRAVELS HAND IN HAND WITH PROGRESS IN FLORIDA

Enterprise in Railroad Building in State Reaches Climax With Construction of Line Over Sea to Key West

DAY OF IMMIGRATION

JACKSONVILLE, Fla.—Romance has played a leading part in every step of Florida's development from the settlement of St. Augustine, North America's oldest city, to the progressive era of the present. Romance walked daily with the first settlers, with the hardy pioneers who braved the Indian warriors, with the veterans of the civil war, who first fought and then struggled against oppression during the days of reconstruction and with the captains of industry who have builded a really great state upon a wilderness foundation. The history of no state has been more thoroughly interwoven with that which is romantic and old citizens revel in a wealth of stories that prove that "truth is stranger than fiction."

Florida's first actual development began in the early '80's, opening with the entrance of a few small railroads, which have since grown into big systems that traverse every productive section of the state. The struggles of those who inaugurated these small roads were discouraging, especially from a financial point of view, and a majority found their way into the hands of receivers before their real development began. The big trunk lines were gradually attracted Floridaward, though, and today several scores of passenger trains rumble into Jacksonville daily, particularly during the winter tourist season.

It is estimated that 200,000 tourists visit the state each winter, and Florida's rapid growth during the last two decades has been greatly due to the settlement and investment of many of these tourist folk. They have worked hand in hand with the "Florida crackers" in upbuilding the state and marks of their enterprise are found in even the remotest localities.

Florida's principal attraction at present is the over-the-sea extension of the Florida East Coast railway, which is expected to be operating trains into Key West, and from thence to Havana, Cuba, by the middle of February.

The work of building the line of about 75 miles of water, underneath which is soft muck, is regarded as one of the engineering marvels of the time. It passes through a wondrously fertile section and is expected to prove a paying investment, as well as a monument to its builder, Henry M. Flager, who has been a ceaseless worker for the commercial and industrial advancement of Florida.

Havana is only 90 miles from Key West and it is the intention of Mr. Flagler to operate large railroad steamers between the United States and Cuba. If Mr. Flagler's purpose is carried out the trip can be made without leaving cars, and the expense of the transshipment of freight will be eliminated.

For five years Florida has been taking the place of other western states in the eyes of immigrants from the crowded and less favored sections, and the rush has been unprecedented since the reclamation of vast and fertile tracts of Everglades lands became a realized fact. Like the states of the West, though, Florida has been exploited very much by "land sharks," many of whom have sold thousands of acres of practically worthless land to those who were not sufficiently wise to make thorough investigation before purchasing home and farm sites. These conditions, however, have been more than counteracted by the rich harvest yields that have come to those who have purchased farms and tilled the soil expertly, and at no time have the state's prospects been brighter. Furthermore, all settlers are being instructed as to the best manner of tilling Florida soil, and the results are surprising to them and to their friends "back home."

The principal agricultural industry is, of course, the cultivation of citrus fruits, for which the state is noted. Florida oranges, the growers claim, are superior in quality to those from California, but for years they have been packed and shipped improperly. However, the day of antiquated methods is passing. Three years ago prominent business men and growers, taking their cue from the progressive Californians, organized the Florida Citrus Exchange, the objects of which are exactly those of the California exchange. A majority of the growers belong to this exchange, adhere strictly to its rules, have their fruit prepared, shipped and marketed in a much more advantageous manner, and the benefit is now greatly felt from a financial standpoint. In this connection the last Legislature enacted a law against the shipment of green fruit, the enforcement of which will do much toward bettering the reputation of Florida fruits in all markets.

An immense sum is being brought into the state annually through the rich truck gardens which dot almost every county, and upon which the most improved machinery and methods are being used. Strawberries, celery, lettuce, tomatoes and other early vegetables are enriching thousands of thrifty planters, and the success achieved is attracting thrifty Germans and other foreigners to the state in large numbers. When the work of reclamation is completed, the Everglades swamp is expected to be the greatest sugar-producing center of the world.

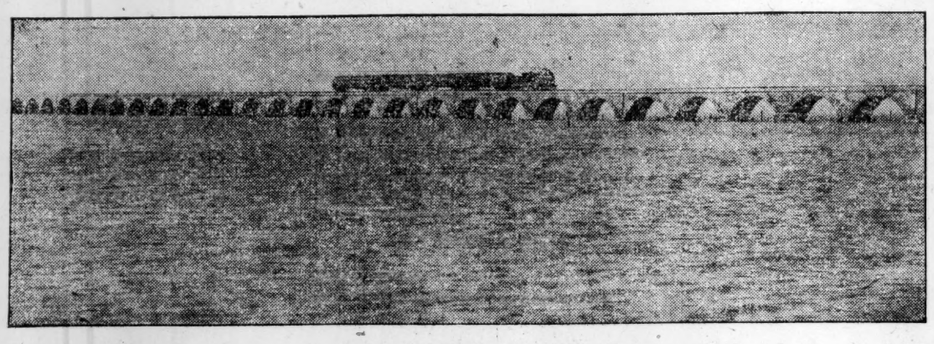
Much of the northern section of the state is famed for its long staple sea island cotton, which brings more than double the price of the short staple, and this section also abounds in big timber tracts. Florida is today the center of the naval stores industry, the pine forests of the Carolinas and Georgia having been greatly depleted through years of "tapping." The yield of turpentine, rosin and other naval stores in Florida is on the increase. Realizing the decline of the industry in neighboring states, the naval stores leaders are turning their attention toward conservation, and better methods are being used in drawing the gum from the productive trees. The lumber men are likewise giving more consideration to the conservation of timber tracts.

Phosphate, from which the highest grade of fertilizers is made, is found in large quantities in several counties in the state, and train load after train load is rushed daily from the kilns in the interior to the various ports entered by foreign ships. This industry rivals the fruit growing and naval stores industries in producing wealth.

Florida has a larger seacoast line than any other state, by reason of which it is natural that the fisheries industry should be one of the most important in the state. From Jacksonville to Key West on the Atlantic, and from Key West to Pensacola on the gulf, the big bodies of water abound in fleets of fishing smacks, and many markets are supplied with sea foods from the Florida coast. The sponge fisheries in the gulf—the scene of operations is from Key West to Tarpon Springs, near Tampa—also enrich and employ many expert sponge gatherers.

Florida's increase in population during the last decade eclipsed that of a majority of states by far, the good record of the previous decade being broken by thousands. The next census is confidently expected to tell an even more interesting and encouraging story of growth in population and development of resources.

TRAIN ON OCEAN VIADUCT OVER FLORIDA KEYS



Company expects to be operating passenger service into Havana, Cuba, by way of Key West, by the middle of February of next year

FROM CAPE TOWN TO JOHANNESBURG

Also Trip to Durban Described by Friend of the Monitor Who Lives in South Africa

CAPE TOWN, the first port reached by visitors going from England to South Africa by the west coast route, is most beautifully situated at the foot of Table mountain, a peak usually covered with a table-cloth of white mist. The town itself has a smart and up-to-date appearance today, very different from what it was a few years ago when some of its principal streets were included in its Malay section. The former dowdy, tumbled-down thoroughfares are now lined with good shops.

Especially interesting are the suburbs where one can find old Dutch homes, substantially built by the slaves and dating back in some instances 200 years and more. Vineyards surrounding these homes extend up the lower slopes of Table mountain. Still higher the silver trees shimmer in the sun. These beautiful trees although growing luxuriantly here, are rarely found in other parts of the world, interspersed with a gorgeous array of wild flowers, which may be purchased daily in the streets from colored people who are decendants of old slaves.

Both from the viewpoint of history and natural beauty one could write at length of the Cape peninsula, but as this is to be just a brief sketch I shall leave it by saying that it was here, in the suburbs, that Cecil John Rhodes, "the empire builder," had his beautiful home, on the line of the old Dutch models. At a seaside place close by called Muizenberg he also had a cottage, where he uttered these memorable words at the close of his career: "So much to do; so little done."

Mr. Rhodes helped to establish fruit growing in South Africa, bringing experts from California to test the country's possibilities. One great reason of the success attending fruit culture here is that the climate enables the growers to supply the English markets during the northern winter season with luscious fruits such as grapes, peaches and apricots.

The harbors on the south coast are exposed, and the government has expended £2,500,000 (about $12,500,000) for a system of naval docks at Simonstown, where the English first landed.

To continue the journey from Cape Town to Johannesburg, a distance of nearly 1000 miles, the traveler first goes through some fine scenery in the Hex river mountains. The following day the contrast is extreme, for the landscape appears to be nothing more nor less than a desert with its dry surface covered with short brush and shrubs wherever one looks. But appearances are deceptive, for this Karoo country of South Africa is especially fertile where water can be obtained. Many farmers are becoming rich on ostrich raising, and the growing of lucerne, a grass that corresponds to the alfalfa of the American agriculturist. Even the less watered sections are splendid for sheep, which thrive and grow fat on the succulent bush during droughts. While our description would imply that the landscape is uninteresting, the sunsets are gorgeous beyond belief, and appear exaggerated when depicted on canvas.

There is the choice of two routes. One goes through Kimberley, the center of the diamond mines, which is well worth a visit if one is only to see the huge mines and process of sorting the vast quantities of stones. The other railway goes through Bloemfontein, the old capital of the Orange Free State, the country where General de Wet belongs, the intrepid Boer general of such mobile movements, who popped up here, there and everywhere, where in fact he was least expected during the last war.

By this time we have entered the grass country. Here the grass is short and green in the spring, but in the autumn it has grown taller than wheat and looks like waving corn same as the prairie land of America.

Johannesburg is of course a modern city, dating back less than 30 years. Built on a plateau 6000 feet above the sea, it has a beautiful climate and is the great mining center, the gold fields extending along about 16 miles of reef. The population of Johannesburg proper is between 80,000 and 100,000 whites.

The town has still a rather unfinished appearance, although there are some very fine substantial buildings in the principal streets. Here and there an old iron shanty reminds the visitor of the early camp days, but these landmarks are now being demolished. Tree planting is changing the landscape, which before the discovery of gold was almost treeless and mostly corn grass. Some of the suburban districts are very pretty, especially those on the ridge, from which one may look across to Pretoria, about 45 miles away. On a clear day the forts there may be seen, with the blue Maghisburg mountains in the distance. Everyone naturally pays a visit to one or other of the gold mines, where the latest process of extracting the gold from the rock may be seen as well as Kaffirs who are employed by the hundreds and thousands and quite nicely housed in compounds. They have shops of their own.

Pretoria, which was the old capital of the state, is now the administrative capital of the South African Union. It is growing apace and is an interesting place to visit principally from an historic point of view. It played an important part in the early Kaffir wars; again during the Boer and English wars of 1881 and the late war. The large Premier diamond mine is close by, from which was taken the Cullinan diamond, the largest on record, which had to be divided, and of which one-half is now worn by the King in his crown and the other half set in his scepter.

In the earlier days of gold discovery most of the pioneers came with the idea to make money as fast as possible and then leave the country to live in greater comfort elsewhere. Today however there is a tendency among those who have made money to settle down and go in for farming, which will be advantageous to the country. Agriculture seems to be coming to the front very fast, especially with the introduction of the new methods of dry culture from the United States. Foreign grasses from Australia and other countries are being experimented with and sheep, cattle and horse rearing of good pedigree is finding great favor. The pastoral Boer who used to go to the low and warm country in winter to find grass and water, while the high veldt was dry, has disappeared. Now the country is being fenced, the farms cut up and cattle restrictions enforced so that provision has to be made for the winter with hay and ensilage.

It does not seem just to close this short account of South Africa without taking a side trip to the "garden colony," as Natal is called, with its beautiful semi-tropical vegetation on the coast and its many industries, of which timber growing for the mines and the cultivation of sugar cane are among the foremost. Whaling has become quite a lucrative occupation too.

This journey from Johannesburg to Durban goes through the great Drakensburg range of mountains where most of the battles were fought during the late war and a region of interest to tourists.

The port of Durban is a picturesque place with a fine town hall and other modern buildings. Attractive homes nestle in gardens of brilliant tropical vegetation. The native race—the Zulus—are a strapping people and some of them are found in the streets drawing rickshas, wearing the most grotesque costumes possible, including horns on their heads.

This brief account may give some idea of the vast country upon which the writer has touched although many of the most beautiful and grand parts are still undescribed.

Now that the whole of South Africa with the exception of Rhodesia has a union government a rapid and continued advance is expected. The possibilities of the country seem enormous to one making the journey that has just been pictured. Gold, tin and other minerals which have been the greatest source of wealth in the past are now being supplemented by agriculture, which also has big possibilities.

PRESIDENT TAFT TRAVELS 280,468 MILES IN 11 YEARS

WASHINGTON—When he returned from his recent tour of 28 states of the Union, President Taft added 26,243 miles to his record as one of the world's greatest travelers. The President has traveled since he entered the government service in 1900 as a Philippine commissioner 280,468 miles. This computation is based on steamship and railroad travel, and does not take into consideration the thousands of miles the President has journeyed by automobile in side trips at the innumerable corners of the world he has visited.

Since he has been in the White House Mr. Taft to date has traveled 88,017 miles.

President Taft likes to travel. The clipping and jar of car wheels and the thumping of ship propeller are music to his ear. That he is proud of his achievements in this line is made plain to any one who reads the biography of the nation's executive as published in the congressional directory, a biography which is prepared under the President's direction. In it he tells of his many dashes to Panama, to Cuba, to the Philippines, and around the world.

The local travel, little journeys around the United States, seems to be of little consequence from the President's point of view, for no mention is made of his frequent excursions, not even of the trip that took him into 39 states and territories and over the bridge at El Paso to shake hands with the then President of Mexico, Porfirio Diaz.

Since his first appointment as a Philippine commissioner by President McKinley in 1900, Mr. Taft has been continually on the payroll of the United States, excepting the short period between his nomination for the presidency in 1908 and his installation as President on March 4, 1909.

Since he has been President he has been allowed $25,000 a year to cover his "getting around" expenses, an appropriation that came into being when the railroads cut off free transportation and Congress enacted an anti-pass law.

On two of his Philippine trips President Taft "swung around the circle"—that is, he came back the longest way, traveling through Siberia and Russia, looking in on Emperor William of Germany, peeping at the sights of Paris and inhaling the fog of London before crossing the Atlantic to his starting point.

President's Travels

	Miles
1901—To Philippines and back to Washington to testify in congressional inquiry	24,750
1902—To Rome, and to the Philippines	23,145
1903—Practically a year of rest, as travel was confined to the Philippines	8,000
1904—Returned to become secretary of war and took trip to Panama	11,724
1905—Visited the Philippines with a party of congressmen	33,650
1906—Went to Cuba to straighten out the Cuban republic	14,075
1907—Journeyed to Panama and to the Philippines	38,050
1908—The year he was a presidential candidate	47,270
1909—The first year of his presidency	21,200
1910—The second year of his presidency	32,271
1911—His trips this year	26,243
Total	280,468

WORLD'S OCEANS COVER WIDE AREA

The Pacific ocean covers 68,000,000 square miles, the Atlantic 30,000,000 and the Indian ocean, Arctic and Antarctic oceans 42,000,000, according to the Scientific American. To stow away the contents of the Pacific it would be necessary to fill a tank one mile long, one mile wide and one mile deep every day for 440 years.

Put in figures, the Pacific holds in weight 948,000,000,000,000,000,000 tons. The Atlantic averages a depth of not quite three miles. Its waters weigh 335,000,000,000,000,000,000 tons and a tank to contain them would have each of its sides 43 miles long. The figures of the other oceans are in the same startling proportions. It would take all the sea water in the world 2,000,000 years to flow over Niagara.

Linaire

CRESTAIRE FABRICS REG. U.S. PAT. OFF.

The Fabric of Quality



The Fine White Cotton Fabric with the Finish and Feel of Linen

For Children's Frocks—Shirtwaists—Lingerie Dresses and Undergarments

Most women and all children look their best in white. It gives charm, freshness and daintiness to their appearance. White is always in good style, but never more so than this coming season. Every fashion idea for spring and summer features white.

Linaire The White Fabric of Quality in { Fine Plain Weaves / Fancy Weaves and / 100 Different Patterns

Examine the fine, plain weaves in Linaire when you are shopping for your children's dresses—For new and smart shirtwaist patterns, look at Linaire's fancy weaves—the large cross-bar designs, embroidered muslin effects, stunning stripes, both wide and narrow. For undergarments, Linaire has just the right texture and most attractive patterns. Another important feature of Linaire is its clear, firm, even weave which makes it an ideal fabric to embroider. Linaire preserves its exquisite linen-like lustre through endless washings. Prices from 15c to 50c per yard. Look for Linaire in blue on the selvage.

Linaire Prints and Colors
"The Wash Fabric of Quality"

Linaire prints and colors this season embody the newest and most attractive designs shown in wash goods. A grade for serviceable morning gowns; dainty Dresden patterns with borders to match; beautiful black and white combinations and a large selection of choice designs for afternoon and evening wear. Prices from 19c to 25c per yard. Linaire is on sale in most reliable dry goods stores. If your dealer is not supplied, write us and we will direct you to the nearest store where you can procure the goods.

Our Sampling Offers:

The Kerchief Sailor Collar. If you wish to have a practical sample of Linaire we will mail you one in the form of a fine, hemstitched Kerchief Sailor Collar upon receipt of 20c. in stamps. Judge the quality of Linaire from this exquisite collar—note the texture and finish of the fabric—then ask your dealer to show you Linaire in the piece.

Embroidered Hemstitched Handkerchief. Just to prove to you. We will mail you a beautiful embroidered hemstitched handkerchief of Linaire upon receipt of 8c. in stamps. Wash it as often as you will, its snowy whiteness and beautiful appearance remain until the last thread is worn.

Linaire Fashion Book

All the possibilities of Linaire are shown in the 1912 Summer Style Book, with charming suggestions for Lingerie gowns—tub dresses—shirt waists—negligees and underwear—Ready for mailing January 10, 1912—Sent free upon request—Write for your copy today.

BURCH, BAILEY & CO.,
10 Thomas Street, (Dept. H.) *NEW YORK, N.Y.*

KNABE



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Nemo Corsets Have Conquered the World's Markets



LASTIKOPS
No. 504 $5.00

NEMO No. 504 is made of a very fine white silk-brocaded batiste, neatly trimmed and beautifully finished. A *style corset*, pure and simple—or it wouldn't be a Nemo.

Many women still think that Nemo Corsets are suitable for stout figures only; which isn't strange, considering the fact that it was our Self-Reducing Corsets that first made "Nemo" a household word all over the world.

To show what we are doing for *slender* women, we give you today a picture of one of our slender models, No. 504—as dainty a corset as one could wish. Very *chic* and stylish, too, as you can believe when we tell you that a generous order received a few days ago from the greatest store in PARIS was made up largely of *this very No. 504*.

Do you realize what that means? Nemo *style* corsets (not Self-Reducing) are crowding out the so-called French "confections" in the most fashionable and exacting store in Paris. And simply because they are BETTER; for few French women would buy American corsets if they could help it.

As for *comfort*, those bands of Lastikops Webbing across the hips make it possible to have a very long, clinging corset in which you can *sit down* with grace and ease.

Unusual thing about this No. 504 — we designed it especially for slender figures, but find that it is also a charming model for *large* women who are not very *fat;* so we sell lots of them in sizes up to 24—even to 26.

Ask your dealer to show you Nemo No. 504.

Sold Everywhere.
KOPS BROS., Mfrs., N. Y.



SELF-REDUCING WITH LASTIKOPS BANDLET
No. 523 $5.00

IT is simply *impossible* to imitate Nemo Corsets successfully. Self-Reducing Corset No. 523 is an example of that fact. No fabric except Lastikops Webbing can possibly be used for the Bandlet which makes this the greatest reducing corset ever constructed for women who need perfect abdominal support from underneath.

No. 522 is a similar model with a slightly higher bust.

Nemo Corsets *never stretch* and lose their shape. That is because the seams are sewed in such a way that there is no "give" to them. This is done by machinery of *our own invention*, which is built in *our own machine shops*. Now you can understand why other manufacturers *can't* make corsets that won't stretch—we invented and now own the only machines in existence that can do the work *that way*.

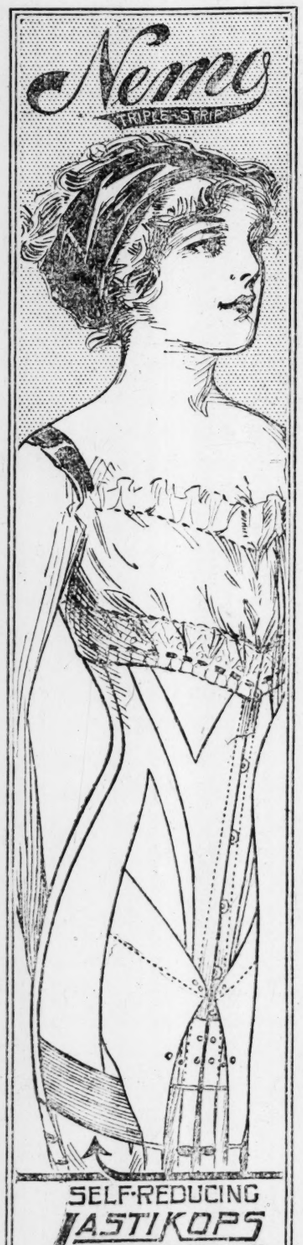
Again: Every Nemo Corset must pass the keen eyes of a dozen skilled inspectors before it can get into its box. The slightest imperfection shuts it out from all chance of ever reaching *your* hands.

Nemo Corsets outwear all others because every Nemo represents at least twice as much value, in material and making, as any other corsets sold at the same prices. We can afford to give you double value because we make more high-priced corsets ($3.00 and upward) than *all other American manufacturers combined.*

As for *comfort*, that is simply the result of skillful designing along correct lines, whereby the corset is made to fit the figure. It takes years to master this art.

There is no substitute for Nemo Corsets.

Sold Everywhere.
KOPS BROS., Mfrs., N. Y.



SELF-REDUCING LASTIKOPS IMSHAPING
No. 406 $4.00

NEMO No. 406 is especially suited to a woman who is troubled with thick upper limbs. You'll see by the picture how those broad bands of elastic take out that ridge below the corset-skirt, so that your thinnest gown will fit smoothly. No. 408 is the same, only the bust is a bit higher—**$4.00.**

Not long ago an Ohio store advertised some unknown corset at $1.00, falsely stating that it was "like the Nemo," but could be sold at a lower price "because the makers spend no money in advertising."

An idiotic statement, for the TRUTH is that the *greatest values* you ever get are in articles of MERIT that are *extensively advertised.*

It is a FACT that you pay MUCH LESS for your Nemos than many of you would *have* to pay if we had not spent a fortune in publicly and persistently advertising the *standard retail prices* of Nemo Corsets. WHY?

BECAUSE—nearly every woman now *knows* the correct price for each Nemo model; otherwise, dealers could easily charge more—for, by comparison, Nemos are really *worth much more* than our fixed retail prices.

Our retail prices assure the dealer a fair and adequate margin of profit; but plenty of dealers will try to sell you something "just as good as the Nemo," for no reason except that the substitute yields them a larger profit.

By giving you, year after year, greater corset-values than are obtainable in any other make, we have built up a business so vast that, though we *are* the largest advertisers in the corset world, our percentage of cost of advertising is probably smaller than that of any other corset house.

It's a good thing to know all about Nemo Corsets. Ask your dealer—this week.

Sold Everywhere.
KOPS BROS., Mfrs., N. Y.

Beware of Toadstools!

A craze to make something "as good as the Nemo"—(or that will *look* as good)—afflicts corset makers everywhere.

Fresh imitations of the world-famous Nemo Self-Reducing Corset spring up over night, like mushrooms. But they're NOT mushrooms—only *toadstools;* similar in looks, but useless to humanity.

Don't buy toadstools!

The Nemo Self-Reducing Corset is the finished result of eighty original patented inventions. It is a PERFECTED PRODUCT—not a *makeshift.*

Even a CLEVER imitation of *one or two* Nemo features wouldn't make a corset that could do Nemo work. But none of the Nemo imitations *are* clever—they resemble the Nemo only in picture and description.

Nothing but toadstools!

Toadstools try to look as much like mushrooms as possible, and grow in the same locality, in the hope of taking advantage of people who don't know the difference.

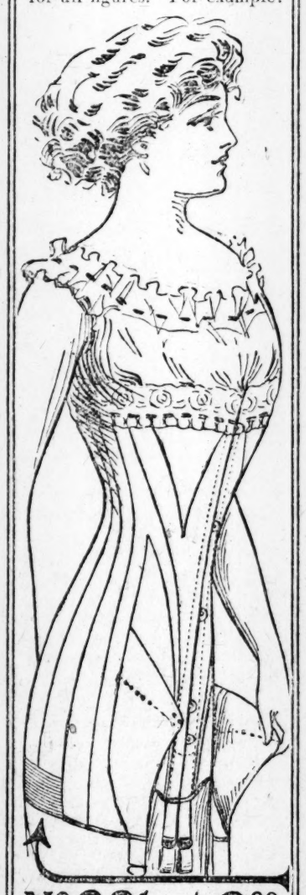
Imitations of the Nemo Corset are no more like the *genuine* Nemo than toadstools are like mushrooms.

PARIS, London and New York unite in yielding the palm of superiority to the—

Nemo TRIPLE-STRIP

LASTIKOPS SYSTEM

Entirely new effects. Long, stylish corsets that will let you sit down with ease. Models for all figures. For example:



No. 321 $3.00
SELF-REDUCING WITH LASTIKOPS
FLATNING-BACK

Those bands of Lastikops Webbing across the hips turn the corset-edge in, keep ends of steel from showing through a thin gown, and give you the modish "in-slope" when you stand.

When you sit down, the bands expand and give you lots of room; and the corset won't "ride up."

Try to match this corset—at any price!

Sold Everywhere.
KOPS BROS., Mfrs., New York.



NEW LASTIKOPS AUTO-GARTER
LASTIKOPS IMSHAPING
No. 505 $5.00

For Medium and Slender

PERHAPS you have sometimes wondered why you can never buy a Nemo Corset in an *extreme* style—that is, in the almost freakish models you find in other makes. We will tell you why:

1. Not one woman in a thousand can wear these freak corsets, nor wants to. Nemos are made for that great army of sensible women who demand *comfort* as well as *correct style.*

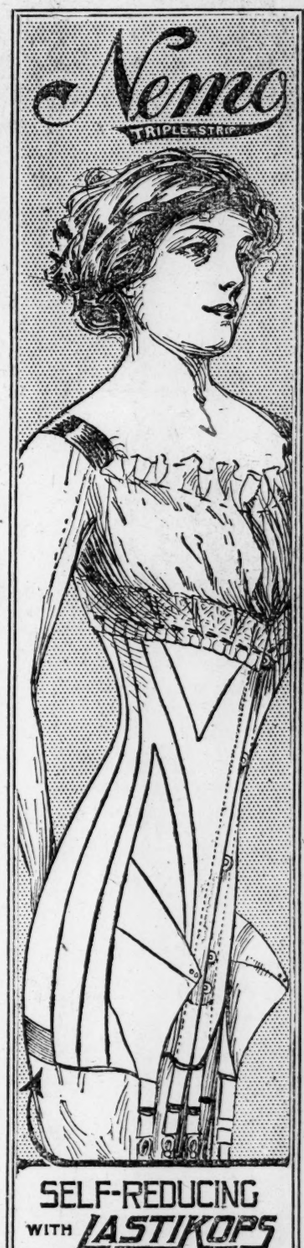
2. To produce a new Nemo takes months of study, testing and trying by actual wear, before the new feature can go into the market with *our absolute guarantee.*

3. When a new Nemo special feature is once introduced, you may be sure that it has already been tested and proved, that it will do all we claim, and that it can be adjusted to suit the varying whims of corset-fashion *without sacrificing its particular functions.*

4. Nemo Corsets produce ultra-fashionable effects *without* resorting to freakishness. For example, No. 505, the model pictured above, has a 14-inch skirt which clings closely to the figure; but those bands of indestructible elastic provide plenty of room when you are seated. Any other corset with so long a skirt would be mighty uncomfortable when you're standing, and a genuine problem if you should try to sit down.

But you don't have to wear uncomfortable corsets in order to be ultra-fashionable. Have your dealer show you the new Nemos this week.

Sold Everywhere.
KOPS BROS., Mfrs., N. Y.



SELF-REDUCING WITH LASTIKOPS FLATNING-BACK
No. 319 $3.00

No. 319, with low bust
No. 321, medium bust

SIZES 19 TO 36

THESE corsets are long enough for almost any figure; yet when you sit down they're as comfortable as the old short models, and when you stand you get the fashionable "in-slope" from the Lastikops Bands across the hips.

Once in a while we hear of a woman who has *tried* to wear Nemo Corsets, but has not found them comfortable.

And occasionally we receive a letter stating that the Nemo is the writer's favorite corset, but "this last one isn't as comfortable as the Nemos I have previously worn"—or something to that effect.

Every time we have an opportunity to investigate such cases we find that the whole trouble comes from having the wrong *model* or the wong *size.*

Nemos are very *positive* corsets—they *do things.* If you select a model that is suited to your figure, and get it in the right size, no other corset on earth will give you so much comfort and such perfect style.

Here's the Point:

Take time enough to have your Nemos *correctly fitted,* so that every bone and seam, and all the bands or bandlets, will strike exactly where the designer intended them to come.

And *don't* try to wear a size too small for you—it will only spoil your figure.

But—*WEAR A NEMO!*

Sold Everywhere.
KOPS BROS., Mfrs., N. Y.



LASTIKOPS
FOR SLENDER FIGURES
No. 331 $3.00

THE most comfortable *long* corsets you ever wore. The elastic bands across the front give such firm support that, no matter how tightly you pull the long skirt in, you run no risk of discomfort.

No. 331 has a modish low bust. Three other models, sizes from 18 up:

No. 330—medium bust
No. 332—high bust....
No. 333—girdle top....
$3.00

Don't judge a corset by its looks, for a cheap corset can be "dolled up" with laces and ribbons so that it will *look* like an expensive one.

It's a sad fact that many corset manufacturers are now producing large quantities of these "make-believe" corsets. Look out for them! They are sold under many different names; and the names can be quickly and frequently changed (every season, if necessary), for the maker seldom puts his own brand on them.

These "make-believe" corsets soon stretch out of shape; give no lines to the figure, and are unsatisfactory. To buy them is simply to waste your money—and spoil your shape.

Better stick to the Nemo—the name that stands for corset-perfection the world over. Every Nemo you buy—whether in New York, London, Paris, Berlin, Hong Kong, or anywhere else—bears the Nemo trade-mark. And that name is your safeguard.

You probably know that Nemo Corsets are world-famed for durability, no less than for comfort. They're just as famous now for *style.*

In PARIS, where no other American corset has ever been sold, Nemos are enjoying a signal triumph in the largest and most fashionable corset department in that city—"Fashion's Capital."

In LONDON, the leading Department Store features Nemos to the practical exclusion of other makes.

Don't think that Nemos are simply normal and comfort corsets. They're also the acme of correct *style*—and there's a Nemo that will fit *you.*

Sold Everywhere.
KOPS BROS., Mfrs., N. Y.